

SUMMARY of CHANGE

New materials includes--

- Army Traffic Safety Training Program—Required training for all Army personnel.
- Updated POV inspection checklist
- Motorcycle & ATV inspection checklist.
- All references to the Army Safety Management Information System(ASMIS-1) now refers to the POV as ASMIS-2
- AR 190-5 Cellular Telephone policy—DA policy pertaining to the use of cell phones while driving on an installation. (See the Pre-trip Safety Brief pg- 18)
- Motorcycle Mentorship Program—The CSA recommends that commanders test the motorcycle mentoring concept outlined in this program.
- Stopping distance chart
- Video information – New updated list of available POV video/films on the CRC web site.
- Telephone number for the new POV safety program manager.
- **NOTE:** The next version of the POV toolbox will include approved changes outline in AR 385-10 and AR 385-55.

**PRIVATELY OWNED VEHICLE (POV)
RISK MANAGEMENT TOOLBOX FOR COMMANDERS, LEADERS, NON-
COMMISSIONED OFFICERS AND INDIVIDUALS**

Contents

1. Introduction & Army Traffic Safety Training Program	pg 4-5
2. Six Point POV Program	pg 6
3. Newcomer Orientation/Briefing - POV Safety Segment	pg 7
4. Privately Owned Vehicle (POV) Safety Status Board	pg 9
5. Wind Down Time	pg 11
6. Command Leave & Pass program (policy sample)	pg 12
7. Leave/Pass Form Statement (DA Form 31)	pg 14
8. Seminars - POV Safety Problem Areas and Pre-Holiday Safety Briefings/Discussions	pg 16
9. Pre-Trip Safety Briefing Guide	pg 17
10. ASMIS-2 Pre-trip risk assessment tool	pg 19
11. Pre-trip Safety Checklist	pg 21
12. POV Inspection Checklist	pg 23
13. Designated Driver/Unit Transportation	pg 25
14. Morale, Welfare & Recreation (MWR) Designated Driver Program	pg 26
15. Chain of Command Calling Card	pg 28
16. Example Contract for Taxi Service	pg 30
17. Taxi Card	pg 32
18. Commander's Policy on Motor Vehicle Violations/POV Safety	pg 34
19. Accident/Incident After-Action Review (AAR)	pg 36
20. Fatal/Local POV Accident Scenarios	pg 37
21. Command Safety Review Board	pg 40

22. Next Accident Assessments for Individuals & Leaders	pg 41
23. NCOER/OER - Bullet Comment on POV Safety	pg 43
24. Periodic Safety Council Meetings	pg 44
25. Privately Owned Vehicle (POV) Safety Quiz	pg 45
26. Motorcycle & All Terrain Vehicle (ATV) Operator Agreement	pg 50 & 53
27. Motorcycle & ATV Requirement and Individual Responsibility	pg 52
28. Motorcycle Mentorship Program	pg 53
29. Motorcycle Inspection Checklist	pg 54
30. ATV Inspection & Checklist	pg 57 & 58
31. Motorcycle Safety Quiz	pg 59
32. Videos & Media Publications	pg 62
33. Seatbelt/Safety Testimonials/Videos	pg 63
34. Strip Maps	pg 64
35. Safety Day	pg 67
36. POV Safety Displays	pg 68
37. Police (MP & Local) Spot Checks	pg 68
38. Newspaper Articles/Bulletins/Flyers/Posters	pg 69
39. Better Opportunities for Single Soldiers (B.O.S.S.)	pg 70
40. Army Accident Prevention Awards Program (AR 672-74)	pg 71
41. Hotel/Motel Discounts	pg 72
42. Morale, Welfare & Recreation (MWR) Facilities & Services	pg 73

[Appendix A](#): Commanders Options for Dealing with Unsafe Drivers

[Appendix B](#): Privately Owned Vehicle Safety Quiz - Answer Key

[Appendix C](#): Motorcycle Safety Quiz - Answer Key

[Appendix D](#): Next Accident Assessments – Individual & Leader

[Appendix E](#): Stopping Distance

[Appendix F](#): Motorcycle Mentorship Program

INTRODUCTION

The Privately Owned Vehicle (POV) Risk Management Toolbox is designed as a tool for Commanders, Leaders, Supervisors and Subordinates to use in their organizations. The toolbox contains best practice examples and lessons learned that can be used as accident prevention measures when developing a unit POV safety program. The toolbox is a working document and will be updated as policies change and new best practices from the field are submitted. Send comments to:

POV Safety Program Manager
(334) 255-9579 DSN 558-9579
povspt@crc.army.mil

For POV regulatory guidance refer to:

DODI 6055.4 DOD Traffic Safety Program
AR 385-10 The Army Safety Program
AR 385-55 Prevention of Motor Vehicle Accidents

Army Traffic Safety Program

The Army Traffic Safety Program is required training for all Army personnel. The training is established to re-enforce a positive attitude toward driving, individual responsibility, and correct response to routine and emergency driving situations. The training is comprised of five instructor led classroom training courses and one on-line Accident Avoidance Course. Each progressive traffic safety training course builds on the previous module to re-enforce the Army's expectations for a safe Army driver.

a. Introductory Course I. During initial entry training all Soldiers shall be given initial traffic safety training. The course will establish and reinforce a positive attitude toward driving, individual responsibility and correct response to routine and emergency driving situations.

b. Local Traffic Hazard Course II. All Army personnel who are newly assigned to an Army installation, theatre, or area, and personnel whose temporary duty status will exceed 30 days will receive a briefing on the local driving hazards they may encounter while serving there

c. Intermediate Course IIIA. All newly assigned Soldiers will receive intermediate traffic safety training which reinforces the initial traffic safety training already received.

d. Advanced Course IIIB. All Soldiers will receive advanced training twelve to eighteen months after receiving intermediate training. The intent is to provide accident prevention training based on current driving accident trends.

e. Supervisor Course IV. All newly assigned Army supervisors will receive traffic safety instruction to educate them on their responsibilities and the expectations of the Army Traffic Safety Program.

Army Traffic Safety Training Program (ATSTP)

AR 385-55. All personnel required to drive AMVs will be given...instruction in accident avoidance...

Title	Instructional Method	Target Audience
Accident Avoidance Course (90 min)	AKO & CRU LMS	All AMV Drivers

AR 385-55. Each driver of a....motorcycle will be required to satisfactorily complete an Army-approved motorcycle safety course.

Course	Instructional Method	Target Audience
Basic Rider Course	Hands-On Skill Development	M/C Riders
Experienced Rider Course	Hands-On Skill Development	M/C Riders

DoDi 6055.4 - E3.3.1. All military personnel under 26 years of age...shall be given a minimum of four hours of classroom instruction in traffic safety designed to establish & reinforce a positive attitude toward driving...expediently after initial entry into Military Service.

TRADOC
INSTALLATIONS

Course	Title	Instructional Method	Target Audience
1	Introductory Course (1 Hour)	Classroom Instruction	AIT / OSUT
2	Local Traffic Hazards Course (30 min)	Classroom	Soldiers & Civilians new to location
3a	Intermediate Course (2.5 Hours)	Classroom	All Soldiers
3b	Advanced Course (1 Hour)	Classroom	All Soldiers
4	Supervisors Course (1 Hour)	Classroom	Soldiers & Civilians

Driving5-10

SIX POINT POV PROGRAM

CSA DIRECTED THAT THIS *SIX POINT PROGRAM* BE USED IN EVERY UNIT. IT IS THE MINIMUM STANDARD. THE MODEL POV SAFETY PROGRAM REQUIRES:

1. **COMMAND EMPHASIS**: POSITIVE LEADERSHIP AT ALL LEVELS IS IMPERATIVE. LEADER EMPHASIS ON POV SAFETY MUST BE UNRELENTING. OUR JUNIOR OFFICERS AND NON-COMMISSIONED OFFICERS SEE THEIR SOLDIERS EVERY DAY. THEY SHOULD KNOW WHERE THEIR SOLDIERS GO, WHAT THEY DO, AND THEN ASSERT POSITIVE INFLUENCE ON HOW, WHEN, AND WHERE THEY OPERATE THEIR POVS.
2. **DISCIPLINE**: OUR JUNIOR LEADERS WORK WITH THEIR SOLDIERS DAILY AND KNOW THEM WELL. SOLDIERS SOMETIMES TELEGRAPH SIGNALS THAT TRANSLATE LATER INTO ACCIDENTS. NEGATIVE BEHAVIOR SUCH AS TRAFFIC OFFENSES, ALCOHOL ABUSE, MISCONDUCT, AND POOR PERFORMANCE OFTEN ARE INDICATORS OF POTENTIAL POV ACCIDENT VICTIMS. IDENTIFY "AT RISK" SOLDIERS; COUNSEL THEM; TAKE PROACTIVE MEASURES TO MODIFY THEIR RISKY BEHAVIOR.
3. **COMPOSITE RISK MANAGEMENT (CRM)**: AS USE CRM TO IDENTIFY HAZARDS ASSOCIATED WITH POV OPERATIONS; ASSESS THE HAZARDS; MAKE DECISIONS TO CONTROL THEM; IMPLEMENT THE CONTROLS; AND SUPERVISE EXECUTION. THE DIRECTOR OF ARMY SAFETY HAS PREPARED A POV RISK MANAGEMENT TOOLBOX FOR COMMANDERS AND LEADERS. THIS TOOLBOX PROVIDES A COMPREHENSIVE SET OF TOOLS AND CONTROLS THAT HAVE PROVED SUCCESSFUL THROUGHOUT OUR ARMY. THE TOOLBOX IS AVAILABLE AT <https://crc.army.mil/DrivingPOV/detail.asp?iData=25&iCat=586&iChannel=27&nChannel=DrivingPOV>. LEADERS AT ALL LEVELS CAN OBTAIN SIMILAR INFORMATION AT <https://crc.army.mil/commanderscorner/index.html>.
4. **STANDARDS**: SET HIGH AND UNMISTAKABLE STANDARDS. ENFORCE THEM. FOLLOW ARMY REGULATORY TRAFFIC STANDARDS. BE UNCOMPROMISING ON THE USE OF SEATBELTS AND MOTORCYCLE SAFETY EQUIPMENT. EDUCATE SOLDIERS ON THE RISKS OF SPEED, FATIGUE AND USE OF ALCOHOL. CONDUCT MANDATORY POV SAFETY INSPECTIONS AND RANDOM ROADSIDE CHECKS. EMPHASIZE THE USE OF DESIGNATED DRIVERS FOR SOCIAL EVENTS.
5. **PROVIDE ALTERNATIVES**: PROVIDE ALTERNATIVES FOR SOLDIERS TO DRIVING POVS. SCHEDULE ACTIVITIES ON POST TO KEEP SOLDIERS ON POST AND OFF THE ROAD. KEEP GYMS, RECREATION CENTERS AND OTHER PLACES SOLDIERS USE OFF-DUTY OPEN LATE. THESE SAME MEASURES ALSO CAN PROVIDE ALTERNATIVES TO ALCOHOL USE. LOOK FOR TRANSPORTATION ALTERNATIVES AS WELL. PROMOTE USE OF ALTERNATE TRANSPORTATION METHODS TO POV USE. POST PUBLIC TRANSPORTATION SCHEDULES IN A PROMINENTLY LOCATION. WHERE POSSIBLE, USE MORALE, WELFARE, AND RECREATION (MWR) SERVICES TO PROVIDE BUSES OR VANS TO TRANSPORT SOLDIERS TO THE PLACES THEY GO WHEN OFF-DUTY. ARRANGE REDUCED HOTEL RATES IN NEARBY COMMUNITIES TO ENCOURAGE SOLDIERS TO REMAIN OVERNIGHT ON WEEKENDS AND STAY OFF THE HIGHWAYS LATE AT NIGHT.
6. **COMMANDER'S ASSESSMENT**: FOLLOWING EVERY FATAL AND SERIOUS INJURY POV ACCIDENT, COMMANDERS WILL CONDUCT AN ASSESSMENT OF THE ACCIDENT WITH THE INVOLVED SOLDIER'S CHAIN OF COMMAND. DETERMINE WHAT HAPPENED, WHY IT HAPPENED, AND HOW IT COULD HAVE BEEN PREVENTED. IMPLEMENT CORRECTIVE AND PREVENTIVE MEASURES. PUBLICIZE LESSONS LEARNED.

NOTE: (1) The items listed above will be added to the 2006 version of AR 385-55.

(2) An investigation is required for all POV fatalities IAW AR 385-40.

NEWCOMER ORIENTATION/BRIEFING

POV Safety Segment

1. PURPOSE: Provide new soldiers, upon arrival in the unit, with POV safety information and the command's policies/programs on POV operations.

2. CONTENTS:

a. Commander's Policies relating to POV/motorcycle operations and safety (e.g., drinking and driving, motor vehicle violations).

b. Regulations regarding seatbelt use on and off post.

c. Consider requiring unit Master Driver to maintain a board listing all POV's in the unit. New soldiers would provide the required information at the Newcomer Orientation/Briefing. Briefing should include:

- Vehicle registration number (ID number) and PIN number
- Current insurance - company and date of expiration
- Year, make, model and color of vehicle
- Driver's license number, state, and expiration date

d. Vehicle safety issues/hazards, especially the hazards and effects of alcohol on driving.

e. Common accident causes and key accident prevention safety facts/information.

f. Recent POV accidents/incidents: causes and controls to prevent similar accidents/incidents.

g. Next Accident Assessment for Individuals

3. USE:

a. Commander/1st SGT should provide a POV safety segment in the Newcomer's Orientation/Briefing upon each new soldier arrival.

b. Soldiers should be given the following during this orientation/briefing (as appropriate):

- Unit Taxi Card - Brief on its use as an alternative to driving after drinking or while too fatigued to drive safely.

- Unit Chain of Command Calling Card - Brief on its use when soldier encounters an emergency situation.
- Local driving hazard areas.
- Strip Maps - Provide maps to local area's most frequently visited resorts/recreation areas.
- ASMIS-2 Pre-Trip risk assessment tool - Brief the required use when planning trips outside the immediate local area when soldier is going on leave/pass
- Privately Owned Vehicle (POV)/Motorcycle Safety Quiz - Checks soldiers knowledge of important vehicle safety information and identifies areas requiring additional training/emphasis
- Next Accident Assessment for Individuals
- POV Inspection to use as a baseline assessment for the condition of the Soldiers vehicle.

PRIVATELY OWNED VEHICLE (POV) SAFETY STATUS BOARD

100% NO DUI / AT-FAULT ACCIDENTS/MOVING VIOLATIONS

EXAMPLE ATTACHED

1. **PURPOSE:** Encourages safe privately owned vehicle operations. Provides positive reinforcement for unit to stay free of DUI-citations and at-fault accident/moving violations. Makes use of peer pressure and competition within the battalion.
2. **SIZE:** Large poster/board easily read from a short distance and easy to update.
3. **CONTENTS:**
 - a. Battalion name/insignia.
 - b. Columns for the following:
 - Unit designation.
 - At-fault moving violations last quarter and the goal (e.g., 50% reduction) and current number for present quarter (include on and off post, if possible).
 - DUI citations for last quarter and current number for present quarter (goal should be 100% DUI-free).
 - At-fault accidents for last quarter and the goal and current number for present quarter.
 - c. Rows for each unit in the battalion and a battalion total.
 - d. Data 'as of date' and 'ending date' for the present quarter.
 - e. Statement indicating the reward for achieving designated goals.
4. **USE:**
 - a. Unit personnel receive an additional day off (or other incentive) if unit is 100% DUI-free and achieves the goals for at-fault accidents and moving violations reductions for the designated period of time (e.g., one quarter or 90 days). Additionally, can award a streamer on guidon.
 - b. Competition monitored and displayed in battalion where troops can see status.
 - c. Reward all units who meet the goals or reward the best unit (greatest reduction).

d. Include commander's goal for reduction of POV violations/accidents (DUI, moving violations, at fault accidents) in Commander's Quarterly Training Guidance.

5. REQUIREMENTS:

a. Coordination with MP Station and maybe local surrounding area police to obtain information on accidents/violations.

b. Determination of Commander's goals for reduction of POV at-fault accidents and moving violations.

c. Periodic scheduled updates of data on the board so that unit personnel can view progress toward the goal/reward.

d. Appropriate size board and method of changing data.

e. Procedure for awarding the additional day off (or other incentive) after each designated period (quarter/90 days).

f. Appropriate streamers for guidon if awarded.

WIND DOWN TIME

EXAMPLES

If end of day formation after return from the field is 1800 hours or later, soldiers are not allowed to depart on pass or leave until 0600 hours the next day.

*Command Leave and Pass Programs, Warrior Division –
Example Attached*

1. **PURPOSE:** Ensures soldiers are sufficiently rested after extended duty or after returning from field/prolonged duty before departing for long drive on leave/pass.
2. **REQUIREMENTS:** Establish Commander's Policy that:
 - a. Upon return from field/prolonged duty, a wind down time will be required before commencement of leaves/passes.
 - b. Discretion will be used when issuing leaves/passes starting immediately after extended duty. Workload and leave/pass destination should be considered.

**DEPARTMENT OF THE ARMY
HEADQUARTERS WARRIOR DIVISION
FORT ANYWHERE, STATE 30000-5000**

REPLY TO
ATTENTION OF:

AFZB-CG

5 SEP 2006

MEMORANDUM FOR SEE DISTRIBUTION

SUBJECT: Command Leave and Pass Programs

1. Commanders are responsible for fostering the safety of our soldiers and families. We must achieve safety in both the training and non-training environment by incorporating risk management into the planning and execution of our policies and programs. This includes reducing the risk of injury or death to soldiers and family members as a result of traffic accidents.

2. In our varied efforts to reduce the risk of traffic accidents for our soldiers and their families, two areas require renewed command attention. First, the effective execution of command leave and pass programs can aid in reducing the risk of soldiers driving while tired. Second, if physically demanding training or critical events are scheduled immediately before or after a three-day or four-day weekend, then the wise designation of start and end times for passes and leave supports driving safety.

3. A significant number of soldiers are making the high risk decision to complete long driving trips during the early morning hours at the end of a three-day or four-day weekend or to start long driving trips late in the evening at the beginning of a three-day or four-day weekend. The establishment and execution of an effective leave and pass program must be designed to prevent soldiers from driving in a sleepy condition at the beginning or end of such a trip. I am particularly concerned with soldiers driving substantial distances between 2400 hours and 0630 hours to report for the 0630 hours formation that same day.

4. I want commanders to review their leave and pass programs and incorporate the following guidance.

a. Ensure first and second line leaders, who personally know the soldiers best, are aware and monitoring any issues impacting on their soldiers' welfare or requirements to drive long distances to complete personal business. Execute leave and pass policies with the safety of your soldiers in mind. Grant a pass/leave or extend a pass/leave when appropriate to preclude the need for a soldier to drive long distances in a hurry.

b. In exercising command discretion to grant a regular pass up to 72 hours or a special pass up to 96 hours under provision of AR 600-8-10, consider a start time and end time for the pass to ensure the soldier is not driving after 2400 hours to complete a long

trip. For example, if a pass is granted over an extended weekend on which Monday is a DONSA and the next duty formation is 0630 hours on Tuesday, consider specifying that the pass ends at 2400 hours on Monday.

c. Ensure soldiers going on pass or leave understand their obligations to return to their post duty location or the location from where they normally commute to duty (their home), and to accomplish this return not later than 2400 hours of the last day of approved leave or not later than the designated end time of their pass.

d. When critical and demanding training events occur immediately before or after an extended weekend, then consider specifying start and end times for pass/leave which provide time for adequate rest before departure and adequate rest before resuming duties. When possible, do not schedule such events immediately before or directly following an extended weekend. The intent is to avoid situations where soldiers begin driving while already fatigued or where soldiers drive while sleepy to return just in time for resumption of duty.

5. Our soldiers and families are our most precious resources. This demands our commitment to reduce risks to their safety through all reasonable measures. We must ensure that safety and risk management considerations are embedded even in our leave and pass programs. Air Assault!

XXXXX XXXXX
Major General, U.S. Army
Commanding

DISTRIBUTION:
A plus 25

LEAVE/PASS FORM STATEMENT
(DA Form 31)

EXAMPLE STATEMENT

You will be on leave/pass from _____ until _____ . You are scheduled to be back at work on _____. You should plan to be in the first formation of the day in a ready to work condition. This means you must plan your return travel so you arrive with time for adequate rest before formation. You are required to have this DA Form 31 in your possession at all times. If an emergency or other situation arises which might prevent you from returning safely to work on time, contact one of the individuals listed below and arrangements will be made to ensure your safe return.

SAMPLE

BN SDNCO	334-321-2888
SECTION CHIEF	334-678-8765
PLATOON SERGEANT	334-678-6543
1SG	334-678-4321
CSM	334-678-9876
RED CROSS	334-321-1234

Don't Drink and Drive

1. **PURPOSE:** Informs soldier he/she is expected to be ready to work after returning from leave/pass and provides instructions for emergencies/situations that might prevent a safe, on-time return.

2. **STATEMENT CONTENTS:**

- a. Expected ready-to-work condition after return from leave/pass.
- b. Calling instructions for delayed return.

3. **USE:**

- a. Statement should be in Block 17 of DA Form 31 (Sep 93).
- b. All leave/pass forms should include such a statement, and soldiers should be required to have the DA Form 31 in their possession at all times while on leave/pass. This will ensure that phone numbers are always available.

c. If soldier's return is delayed, supervisor can arrange to charge additional leave time for extension or schedule makeup work.

d. If strip maps for the local area's frequently visited resorts/recreation areas have been developed (see Strip Map page), provide copies to soldiers when DA Form 31 indicates one of these destinations.

SEMINARS - POV SAFETY PROBLEM AREAS & PRE-HOLIDAY SAFETY BRIEFINGS/DISCUSSIONS

1. **PURPOSE:** Discuss vehicle safety information with soldiers. Remind them of safety considerations they may already be familiar with and disseminate new/updated policies/information.

2. USE AND CONTENTS:

- a. Maximize use of discussion format and testimonials.
- b. Conduct seminars every quarter on alcohol and driving.
- c. Use MPs/State Troopers, emergency service personnel, accident survivors and counselors. Ensure speakers are dynamic and interesting and use real life stories/examples, if possible.
- d. Conduct both a.m. and p.m. sessions to ensure all shifts are included.
- e. Consider video taping sessions for later use.
- f. Discuss:
 - Vehicle safety issues/hazards, especially the hazards and effects of alcohol on driving.
 - Common accident causes and key accident prevention safety facts/information.
 - Recent POV accidents/incidents: causes, what controls didn't work and why as well as what needs to be changed.
 - Review unit's current policy and controls.
 - Identify which unit's (squad/platoon, company) have the lowest rates of POV accidents/driver citations and what they are doing to achieve this performance (share what works).
 - Discuss reasons for answers to safety quiz.
- g. Prior to each holiday, cover hazards that are pertinent to the time of the year (i.e., road and weather conditions), hazards presented by increased traffic and traveling long distances.
- h. Seminars could be conducted on Safety Days.

PRE-TRIP SAFETY BRIEFING GUIDE

This briefing guide is designed to assist commanders and other leaders in briefing soldiers before departure on planned trips outside the immediate local area when soldiers are going on leave/pass. Its use is encouraged when soldiers are going on trips even if not on official leave/pass.

1. *POV ACCIDENT PREVENTION POLICIES:*

- Safe driving takes precedence over all travel schedules.
- Seatbelt use is mandatory.
- The consequences of drinking and driving.
- Procedure to follow in case of emergency

2. *COMMON ACCIDENT CAUSES:* Discuss five POV accident scenarios (attached).

3. *KEY ACCIDENT PREVENTION SAFETY FACTS/INFORMATION:*

a. SPEED

- Speeding/reckless driving is a prime cause of POV fatalities.
- If running late, speeding should not be an option. Call the chain of command to work something out so that safe return is assured.
- As speed increases, so does distance required to stop, risk of an accident, and severity of crash if one occurs.
- It takes the average driver 1.5 seconds to react to a hazard. [See Appendix E](#) for stopping distance chart.

b. ALCOHOL

- Driving after drinking and while fatigued is a prime cause of POV fatalities.
- Use a designated driver if you plan to drink. Volunteer to be a designated driver if you do not intend to drink but will be with others who plan to drink.
- A person's blood alcohol concentration (BAC) can be well below the intoxication level and still cause impairment. For a 160- to 180-pound person, one beer consumed in one hour will result in a BAC of .01-.02 percent. Inhibitions will be lessened and judgment will begin to be affected.

- A 12 ounce beer = 1 ounce of liquor (100 proof) = 4 ounces of wine

c. FATIGUE

- X amount of sleep loss or prolonged periods awake (e.g.: 16hrs = 2 beers, 18 hrs= 4 beers) can have the effects of being legally drunk.

- Schedule your trip to avoid driving during normal sleep hours.
- Ensure you are completely rested prior to departure/return from trip.
- Drivers should plan for at least a 15-minute rest stop every 2 hours.
- Limit driving to 350 miles per day or no more than 8 hours on the road.

d. GENERAL

- Stress the value of protective equipment (seatbelt systems, helmets).

- **Cell phone policy (AR 190-5).** Vehicle operators on a DOD installation and operators of Government owned vehicles will not use cell phones unless the vehicle is safely parked or unless they are using a hands-free device. See AR 190-5 for more details.

- Encourage soldier to be sure sufficient funds are available to cover expenses. Shortage of funds often leads to marathon driving.

- Avoid driving during late night hours. There is an increased incidence of drunk driving during late night hours.

ASMIS-2 RISK ASSESSMENT TOOL

Soldiers are required to complete the ASMIS-2 Risk Assessment Tool for all planned trips outside the immediate local area when going on leave, pass or TDY and will be operating a motor vehicle. It will help the Soldier plan the trip, and present hazards that have been identified through accident investigations of similar trips and offer controls to mitigate the known hazards. The tool promotes leader – soldier interaction with the intent of getting the Soldier safely to his/her destination and back. ASMIS-2 is located on the USACRC webpage at <https://crc.army.mil/home/>. The ASMIS-2 tool is the most comprehensive trip planning tool available for the Army and will be used whenever available. In rare circumstances where the ASMIS-2 tool is unavailable, the Soldier should use the Pre-Trip Checklist below to plan his/her trip.

The ASMIS-2 can be used as a point of discussion during your “Oak Tree Counseling” session weekly or as often as necessary.

PRE-TRIP CHECKLIST

(To be completed when [ASMIS-2 is unavailable](#))

EXAMPLE ATTACHED

1. PURPOSE:

- a. Ensures trip has been sufficiently planned (time, rest stops, alternate drivers, anticipated weather conditions) to get safely to destination and back.
- b. Ensures safe vehicle operating condition, current insurance, and validity of driver's license prior to driving trip.
- c. Reminds soldiers of important vehicle safety information just prior to planned trip.

2. CONTENTS:

- a. Trip Information.
 - Point of origin to destination
 - Destination
 - Travel distance one way
 - Mode of travel
 - If driving POV: # of licensed drivers
Planned rest stops/breaks
 - Point of origin departure date and time
 - Expected destination arrival time
 - Return from Destination to Point of Origin

- Mode of travel
- If driving POV: # of licensed drivers
Planned rest stops/breaks
- Destination departure date and time
- Expected arrival time at point of origin

b. POV Inspection Checklist. (Note: Inspection checklist can be revised based on local requirements - e.g., snow tires/chains)

- Vehicle condition good? (Suggest inspection be done by maintenance officer/NCO or SOP/training on inspection items be provided.)
- Insurance current?
- Valid driver's license?

c. Briefing Guide. (Note: Briefing guide can be revised based on local information/accident problem areas.)

- POV accident prevention policies
- Common accident causes
- Key accident prevention safety facts/information

3. **USE:**

a. Require completion of checklist for all planned trips outside the immediate local area when soldiers are going on leave/pass.

b. Encourage soldiers to use checklist when going on trips even if not on official leave/pass. Encourage National Guard and Reserve soldiers to use checklist when going to/from drill sites.

c. Trip information should be completed by soldier, reviewed by supervisor, and adjustments made as required to ensure the trip has been sufficiently planned (time, rest stops, alternate drivers, anticipated weather conditions) to get safely to the destination and back.

d. POV Inspection Checklist and Briefing Guide items should be reviewed and checked off with soldier by supervisor. Both individuals should initial checklist and trip plan. Supervisors should consider not allowing leave until vehicle safety deficiencies are corrected.

e. Chain of Command Calling Card should be included with the Pre-Trip Checklist

PRE-TRIP SAFETY CHECKLIST

This checklist is designed to be completed for all planned trips outside the immediate local area when soldiers are going on leave/pass/TDY (When ASMIS-2 is unavailable). Its use is encouraged when soldiers are going on trips even if not on official leave/pass. It will help soldiers, commanders, and other leaders ensure drivers and vehicles are safe prior to departure and that the trip has been sufficiently planned (time, rest stops, alternate drivers, anticipated weather conditions) to get safely to the destination and back.

INDIVIDUAL ASSESSMENT

PRE-TRIP CHECKLIST FOR LEADERS	Discuss Hazards, Risk, & Controls
Use this checklist when trips are planned. Apply risk management controls if needed.	
Point of origin to destination.	
Destination_____	
Planned rest stops/breaks_____	
Anticipated Weather Conditions_____	
Travel distance one way_____	
Mode of travel_____	
If driving POV: # of licensed drivers_____	
Planned rest stops/breaks_____	Hotel
Point of origin departure date and time_____	Name_____
Expected destination arrival time_____	City_____
	Date Check-In_____
Return from Destination to Point of Origin	
Mode of travel_____	
Planned rest stops/breaks_____	
Anticipated Weather Condition_____	
If driving POV: # of licensed drivers_____	
Planned rest stops/breaks_____	Hotel
Destination departure date and time_____	Name_____
Expected arrival time at point of origin_____	City_____
	Date Check-In_____
VEHICLE CONDITION: OLD NEW Vehicle Inspected	Yes No
INSURANCE: Is soldier's car insurance coverage up to date/current?	Yes No
DRIVER'S LICENSE: Does soldier possess a valid driver's license?	Yes No
SIGNATURES	
Soldier Planning Trip:	
Name/Rank/Signature:_____ DATE_____	
Supervisor:	
Name/Rank/Signature:_____ DATE_____	

<p><i>Check soldiers' knowledge of important vehicle safety information and identify areas requiring additional training/emphasis. Conduct survey while vehicle is being inspected.</i></p> <p>1. What is most likely to kill you (or other soldiers)?</p> <p>2. A soldier is required by Army regulation to use seat belts at all times, on and off the installation, while driving or riding in a POV.</p> <p>3. Seatbelts are not necessary if your car is equipped with air bags.</p> <p>4. What time of day do most fatal POV accidents occur where the Army driver is at fault?</p> <p style="padding-left: 40px;">a. 0600-0900 b. 0900-1500 c. 1600-2000 d. 2100-0500</p> <p>5. If you are driving and feel sleepy, what should you do?</p> <p style="padding-left: 40px;">a. Roll down the windows so the fresh air will wake you up b. Turn the radio volume up to keep you alert c. Turn the air conditioner to high so the cool air will wake you up d. Stop and sleep e. Any of the above</p> <p>6. For the average 160-180 pound individual, inhibitions are lessened and judgment begins to be affected after drinking just one beer in one hour or less.</p> <p style="padding-left: 40px;">a. True b. False</p> <p>7. Which of the following factors determine safe driving speed?</p> <p style="padding-left: 40px;">a. Posted speed limit b. Road and weather conditions c. Time of day d. Amount and type of traffic e. a and b f. a thru d</p> <p>8. What days of the week do most fatal POV accidents occur where the Army driver is at fault?</p> <p style="padding-left: 40px;">a. Monday and Friday b. Wednesday, Thursday, and Friday c. Friday, Saturday, and Sunday d. Sunday and Monday</p>	<p>Speed, Fatigue, Alcohol, non-use of seatbelts</p> <p>True False</p> <p>True False</p> <p>D</p> <p>D</p> <p>A</p> <p>F</p> <p>C</p>
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POV INSPECTION CHECKLIST

Vehicle Year _____ **Make** _____ **Model** _____

At least a two weeks period should be allowed to ensure timely repairs.

ITEM	WHAT TO CHECK	LOOK FOR KNOWN DEFICIENCIES	CHECK OFF	
TIRES	Condition	Tread depth, wear, weathering, evenly seated, bulges, imbedded objects, cuts, breaks. Tire pressure IAW owners manual. At least one mm of tread over entire traction surface. (Using a penny, place it in the tire treads with head facing downward. If the tread does not reach the top of Lincoln's head, there is insufficient tread depth)	Front	Rear
	NOTE: No mixing of radial tires and bias tires.		PSI _____	lbs
	Spare tire	Spare tire (inflated), jack, lug wrench	Pass	Fail
LIGHTS	Head lights	Both high and low beams operational, cracked, condensation, secured	Left	Right
	Tail Lights	Lenses intact, tail light working when turned on (red)	Left	Right
	Brake lights	Lenses intact, brake light working when brake is applied (red)	Left	Right
	Turn Signals	Lenses intact, left and right turn signals blink (red lights in rear and yellow lights in front)	Front Left	Rear Right
	Backup lights	Lenses intact, left and right backup lights work (White Light)	Left	Right
	Four-way Flashers	Lenses intact, left and right turn signals flash/blink at the same time	Front Left	Rear Right
	License Plate Light	Lenses intact, does light stay on		
			Pass	Fail
WINDSHIELD & WINDOWS & WIPERS				
	Windshield	Not cracked, broken or scratched to the degree that impairs vision	Pass	Fail
	Rear Window	Not cracked, broken or scratched to the degree that impairs vision	Pass	Fail
	Windows	Windows go up and down, scratched or tinted to the degree that impairs vision	Pass	Fail
	Window controls	Check handles, push electric buttons	Front	Rear
	Windshield wipers	Both wipers are installed on vehicle, windshield wipers work, blades show signs of wear	Pass	Fail
MIRROR				
	Mirror Outside	Missing, cracked	Left	Right
	Mirror Inside	Missing, cracked	Pass	Fail
BUMPERS				
	Bumper Front	Missing, loose, broken	Pass	Fail
	Bumper Rear	Missing, loose, broken, bent in any way to cause a hazard	Pass	Fail
BRAKES				
	Brakes	Foot pedal cannot travel more than half way to floor, does brake light stay on	Pass	Fail
	Emergency Brake	Properly adjusted, check emergency brake by: pull/push emergency brake, apply foot to brake, gently press gas pedal, ensure brake holds vehicle	Pass	Fail

Interior		
Horn	Does it work	Pass Fail
Defroster Front	Ensure hot air blows out above the dash	Pass Fail
Defroster Rear	Check light on dash, if in the winter ensure it works by allowing the rear windshield to clear up	Pass Fail
Emergency equipment	(OPTIONAL) First aid kit, warning triangle, flashlight, fire extinguisher, blanket, flares, shovel, chains, tools, etc. (Check host nation laws for any additional equipment)	Pass Fail
Heater	Ensure heater works	Pass Fail
SEATBELTS	Missing, frayed, does not snap	Front Rear
Seatbelt Front/Rear (Include shoulder harness during inspection, may have a center seat belt)		
LICENSE/DECALS/INSURANCE		
State Drivers License	Expired, missing	Pass Fail
Installation decal	Missing, needs replacing	Pass Fail
License Plate (License plates match windshield decal (Europe Only))	Expired, check sticker/decal to ensure plate is current	Pass Fail
Insurance	Does the operator have valid insurance	Pass Fail
UNDER THE HOOD		
FLUIDS		
Brake	Filled to appropriate level	Pass Fail
Trans/Engine Oil	Check the dip stick for safe level	Pass Fail
Windshield Washer	Windshield washer fluid	Pass Fail
Engine Coolant	Check the system's reservoir	Pass Fail
Battery	Check the color indicator on the battery	Pass Fail
Power Steering	Filled to appropriate level	Pass Fail
HOSES & Belts	Cuts, cracks, leaks, bulges, chaffing, deterioration, tautness/slack	Pass Fail
BATTERY	Terminals, clean and tight, held down securely	Pass Fail

Inspector's

Name: _____ Signature _____

Operator

Name: _____ Signature _____

Platoon Sergeant/Platoon Leaders

approval _____

Date inspection was conducted _____

Date follow-up inspection was conducted _____

Leave/Pass/Holiday _____

Note: Inspection checklist can be revised based on local requirements for (snow tires/chain, etc) and for equipment being towed (trailer, camper, boat). Additionally check for modifications (tires, hood, dash etc).

DESIGNATED DRIVER/UNIT TRANSPORTATION

1. PURPOSE:

- a. Ensures at least one individual remains sober and alert to provide safe transportation for personnel drinking/fatigued.
- b. Can be used to ensure soldiers who have worked an extended/prolonged duty day have safe transportation when fatigued.

2. USE:

- a. At unit-sponsored functions where alcohol will be served/available, unit personnel who have been drinking or are too fatigued to drive can obtain a ride home from unit transportation or from designated drivers.
- b. Offer designated driver's discounts (e.g., food, free non-alcoholic beverages).
- c. Suggest soldiers use the buddy system to alternate (rotate) designated driver responsibilities when off-duty.
- d. Use unit transportation/carpools when soldiers have worked an extended/prolonged duty day and may be too fatigued to drive safely.
- e. During Newcomer's Brief, have soldiers sign a designated driver pledge card/statement indicating they will always have a designated driver when attending parties/events where alcohol will be consumed.

3. REQUIREMENTS:

- a. Establish Commander's Policy requiring designated drivers and/or unit transportation at unit-sponsored functions where alcohol will be served/available. Require personnel who drink or are too fatigued to drive to use a designated driver or unit transportation.
- b. Coordinate with local Staff Judge Advocate (SJA) for review of Commander's Policy and use of unit transportation for unit-sponsored functions.
- c. Coordinate with installation club system and local clubs/night spots to arrange for discounts/free food or non-alcoholic beverages for designated drivers.
- d. Designate drivers for unit functions and ensure appropriate number and types of vehicles needed are scheduled ahead of time.

MWR DESIGNATED DRIVER PROGRAM (Free Taxi Service/Non-alcoholic Drinks)

1. PURPOSE:

- a. Provides soldiers with an alternative to driving after drinking or while too fatigued to drive safely. Taxis provide a free ride home.
- b. Encourages individuals to volunteer to be a designated driver thereby ensuring at least one individual remains sober and alert to provide safe transportation for personnel drinking/fatigued.

2. USE:

- a. Taxis park outside Officer and NCO/EM Clubs during peak evening hours of use in order to provide soldiers who have been drinking or are too fatigued to drive safely with a free ride home. Use of taxi is FREE.
- b. **No retaliation for use of taxi.**
- c. Taxis should be allowed to park in highly visible areas near club exits and their availability, without charge, should be advertised inside the clubs (e.g., lounges and dining areas).
- d. Club personnel should ensure soldiers who are drinking or who appear fatigued are aware of the free taxi service upon departure.
- e. Non-alcoholic drinks (e.g., coffee and sodas) are provided by the clubs free of charge to designated drivers.

3. REQUIREMENTS:

- a. Coordination with Morale, Welfare and Recreation (MWR) personnel to request establishment of a designated driver program to include:
 - 1) Free taxi service at clubs during peak evening hours.
 - 2) Free non-alcoholic drinks for designated drivers.
- b. Suggested MWR steps:
 - 1) Identify days of week and evening hours of peak use for each club.
 - 2) Designate funding level or allow taxi service fee competition. Consider setting monthly payment for service independent of number and length of trips.

3) Establish minimum criteria taxis/taxi service must meet (see attached example contract).

4) Have contracting officer establish contract (see attached example contract)..

a) Renew or adjust as needed.

b) Recommend contract duration of 90 days with option to renew. Short duration is recommended to allow for changes necessitated by:

- Club use fluctuations (peak use time or club preference changes).
- Dissatisfaction with taxi service

5) For installations with restricted taxi services, consider modifying existing contracts to include this type of service.

CHAIN OF COMMAND CALLING CARD

EXAMPLE

<p>1/13 IN CHAIN OF COMMAND CALLING CARD</p> <p>Utilize This Card to Contact Unit Chain of Command in Cases of Emergency.</p> <p>Squad Leader - (334) 555-1111 Platoon Sergeant - (334) 555-2222 (Home) Platoon Leader - (334) 555-3333 (Home) 1SG - (334) 555-4444 (Home) Company Commander - (334) 555-6666 (Home) Company Orderly Room - (334) 555-7777 Billets - (334) 555-8888</p>	<p><i>Tape Local Currency for Call Here</i></p>
---	---

1. **PURPOSE:** Provides soldier with chain of command/POC phone numbers for 24 hour use in case of emergency. Money/phone card to make a phone call or phone card (OCONUS) is also provided in case the soldier runs out of money or cannot get change/phone card for a phone.

2. **SIZE:** Business card.

3. **CONTENTS:**

- a. Unit name/insignia.
- b. Unit chain of command/POC phone numbers. Include home phone numbers of leaders so contact can be made 24 hours a day.
- c. Note that money/phone cards and numbers are to be used to contact chain of command in case of emergency.
- d. Tape local currency coin to card for phone call or attach a phone card (if local phones do not accept coins).

4. **USE:**

- a. Soldier who encounters an emergency situation can use the coin/phone card provided to call for assistance.
- b. Emergency includes any situation where safety of personnel or equipment is/or potentially might be at risk (e.g., transportation required because soldier is too tired/fatigued to drive, insufficient funds to return from leave).

c. In OCONUS, suggest the use of phone cards. Units can establish a policy for distribution of cards and reimbursement of funds if card is used.

5. REQUIREMENTS:

a. Unit Funds. Use of unit funds to provide money to tape to cards/purchase phone cards. Money/phone cards can be issued by the unit, signed for by soldier, and turned in upon reassignment.

b. Chain of Command Calling Cards. Provide each soldier in the unit with a card.

EXAMPLE CONTRACT FOR TAXI SERVICE

1. Contractor shall provide taxi service for customers of Officers' Club, building 113 and the NCO Club, building 2908 from the club to their residence on the Fort Rucker Installation, Enterprise, Daleville, or Ozark. Only one taxi shall be provided for service for each date and location listed below. The manager on duty at the Officers' Club will inform the driver if services are needed at the NCO Club if no taxi is scheduled at the NCO Club at that date. The contractor shall provide services from the NCO Club, building 2908 on an as needed basis for all dates except January 23, February 27, March 27, and April 24, 1998. The contractor shall provide a taxi for each activity on these dates at times stated below.

2. Service shall be provided on the following dates and time:

DATE	TIME	LOCATION
9 January 1998	10:30 p.m. until 1:30 a.m.	Officers' Club
16 January 1998	10:30 p.m. until 1:30 a.m.	Officers' Club
23 January 1998	10:30 p.m. until 1:30 a.m.	Officers' Club
23 January 1998	10:00 p.m. until 1:00 a.m.	NCO Club
30 January 1998	10:30 p.m. until 1:30 a.m.	Officers' Club
6 February 1998	10:30 p.m. until 1:30 a.m.	Officers' Club
13 February 1998	10:30 p.m. until 1:30 a.m.	Officers' Club
20 February 1998	10:30 p.m. until 1:30 a.m.	Officers' Club
27 February 1998	10:30 p.m. until 1:30 a.m.	Officers' Club
27 February 1998	10:00 p.m. until 1:00 a.m.	NCO Club
6 March 1998	10:30 p.m. until 1:30 a.m.	Officers' Club
13 March 1998	10:30 p.m. until 1:30 a.m.	Officers' Club
20 March 1998	10:30 p.m. until 1:30 a.m.	Officers' Club
27 March 1998	10:30 p.m. until 1:30 a.m.	Officers' Club
27 March 1998	10:00 p.m. until 1:00 a.m.	NCO Club
3 April 1998	10:30 p.m. until 1:30 a.m.	Officers' Club
10 April 1998	10:30 p.m. until 1:30 a.m.	Officers' Club
17 April 1998	10:30 p.m. until 1:30 a.m.	Officers' Club
24 April 1998	10:30 p.m. until 1:30 a.m.	Officers' Club
24 April 1998	10:00 p.m. until 1:00 a.m.	NCO Club

3. The contractor shall not charge patrons of the Officers' Club, building 113 or the NCO Club, building 2908 any additional money for services. Payment by the club system (NAFI) shall be the only consideration/money due the contractor.

4. Last call for taxi service shall be at 1:10 a.m. for the Officers' Club and 12:40 a.m. at the NCO Club. Last call is 20 minutes prior to scheduled departure of service.

5. The contractor shall maintain liability insurance in the amount required by the state of Alabama and provide proof of such insurance to the NAFI.

6. The contractor shall obey all traffic rules and regulations of the Installation, the State and the Federal government. The contractor shall report any accidents on the Installation to the military police immediately, telephone 255-2222.

7. PAYMENT TERMS: The contractor shall be paid \$55.00 per night per club scheduled, which shall consist of three hours of service. Payments shall be \$275.00 for each month, total contract not to exceed \$1,100.00. Payment to be made from signed invoice at the end of each month's services. NAF Financial Services to make payment 7 days from receipt of invoice into the accounting office. Payment to be mailed directly to contractor.

Accounting Data Code: TU1-KG-25-01-799 for Officers' Club
TU1-KG-25-03-799 for NCO Club

8. SAVE HARMLESS: The Contractor shall indemnify, save harmless, and defend the NAFI, its successors in interest and the United States Government from and against any and all claims, demands, actions, debts, liabilities, and attorney's fees arising out of, claimed on account of, or in any manner predicated upon loss of or damage to the property of and injuries to or death of any and all person(s) whatsoever, in any manner caused or contributed to by the Contractor, the Contractor's property, its agents or employees while in, upon or about the military installation where the contract performance is located, or while going to or departing from the same, and to indemnify and save harmless the NAFI, its successors in interest and the U.S. Government from any liability the NAFI or U.S. Government may suffer as the result of acts of negligence, fraud, or misconduct of any of the Contractor's agents or employees on or about the military installation.

TAXI CARD

<p>1/3 IN TAXI CARD</p> <p>Been Drinking or Too Tired To Drive? Call a Taxi and Arrive ALIVE!</p> <p>SMITHVILLE - 678-1000 (24 hours) CARVER - 842-2100 (After 2400 - 842-3200) DENTON - 456-7500 (After 2000 - 456-7600) WESTON - 234-4202 (24 hours)</p>

EXAMPLE

Front

<p>Card is valid for individual listed & one Taxi Ride to residence listed below.</p> <p>NAME: <u>John Doe</u></p> <p>ADDRESS: <u>123 Jones Street</u> <u>Weston, AL</u></p> <p>Taxi Fare _____</p>

Back

1. **PURPOSE:** Provides soldier with an alternative to driving after drinking or while too fatigued to drive safely. Taxi card is valid for one free taxi ride home.
2. **SIZE:** Business card.
3. **CONTENTS:**
 - a. Unit name/insignia.
 - b. Phone numbers for taxi companies in each surrounding community.
 - c. Reverse side should have soldier's name and address so that taxi driver knows where to take soldier. This provides information that soldier may not be able to remember if he is very drunk/fatigued and prevents abuse/misuse of card. It also provides a means of returning the card to the soldier for re-use at a later time (card re-circulates back to soldier after taxi company turn in).
 - d. National Guard/Reserves – The reverse side should have the soldier's name and the address of the Armory where the soldier is *currently attending drill*.

4. **USE:**

- a. Soldier who has been drinking or is too fatigued to drive safely surrenders card to local taxi company for free ride home.
- b. **No retaliation for use of card.**
- c. Unit can require soldier to pay funds back later (reimburse the fund within 15 days of use).
- d. After taxi company turn in, card is re-circulated back to soldier for re-use.
- e. Soldiers can be provided with cards and briefed on their use during unit in-processing.
- f. Periodic checks are suggested to ensure soldiers have Taxi Cards with them at all times (e.g., prior to long weekends/pass)
- g. National Guard/Reserves – Provide CQ/Duty Officer to ensure 24 hour access to the Armory in case a soldier needs to use the Taxi Card during drill weekends when drills are scheduled at the Armory.

5. **REQUIREMENTS:**

- a. Coordination with Taxi Companies. Requires coordination with your installation/organization's Contracting Directorate to determine requirements for contracting taxi services and with local taxi companies and agreement by unit to pay fees. Fees should be collectable from BN POC whose name; phone number and location are provided to taxi companies. Taxi companies will not be likely to participate if they have to track down individual soldiers for payment. Remind taxi companies that having their names/numbers on the card are good free advertisement for them.
- b. Unit Funds. Use of unit funds will be required (at least initially) to ensure money is available when needed. Reimbursement of funds by soldier within 15 days after use can be required.
- c. Taxi Cards. Consider providing each soldier with two cards. If soldier must give the card to the taxi driver, he will be without one (if needed) until it is cashed in by taxi driver and returned to soldier.

COMMANDER'S POLICY ON MOTOR VEHICLE VIOLATIONS/POV SAFETY

EXAMPLE POLICY ATTACHED

1. PURPOSE:

- a. Discourages DUI/speeding violations and repeat vehicle offenses.
- b. Establishes policy on DUI/speeding violations, repeat offenders, and allowing soldiers to drive when unlicensed/untrained or fatigued/drunken.
- c. Establishes Commander's Policy/emphasis on POV safety.

2. REQUIREMENTS:

- a. Establish Commander's Policy on POV safety and DUI/speeding violations, repeat offenses, and allowing soldiers to drive when unlicensed/untrained or fatigued/drunken.
- b. See **Appendix A** for "Commanders Options for Unsafe Drivers".
- c. Ensure local Staff Judge Advocate (SJA) reviews the policy prior to dissemination.

SAMPLE

**DEPARTMENT OF THE ARMY
HEADQUARTERS UNITED STATES ARMY GARRISON
FORT ANYWHERE, STATE 30000-5000**

REPLY TO
ATTENTION OF:

Policy Memo 0645
1 January 2006

MEMORANDUM FOR SEE DISTRIBUTION

SUBJECT: Administrative Sanctions for Driving Under the Influence (DUI) of Alcohol

1. Army commanders will take appropriate action against intoxicated drivers. If a soldier is convicted of driving under the influence of alcohol, refuses to take or fails to complete a lawfully requested test to measure alcohol content of the blood, breath or urine, or is apprehended driving a motor vehicle when the blood alcohol content is at the statutory limit for driving under the influence of alcohol or higher in the state in which the DUI offense occurred, the following actions will be taken:

a. The soldier will have his post driving privileges immediately suspended pending resolution of the DUI incident. If it is determined that the soldier refused to submit or to complete a test to measure the alcohol content or is convicted for DUI, the soldier's post driving privileges will be revoked for not less than one year.

b. The soldier will receive a general officer memorandum of reprimand to be filed IAW AR 600-37.

c. The soldier will be referred to the Alcohol and Drug Abuse Prevention and Control Program for enrollment in an appropriate track. Driving privileges will not be restored unless the soldier successfully completes the appropriate track, and if ordered by a civilian court judge, the soldier successfully completes the State DUI School.

d. If an aircrew member is on flight status, the soldier will be administratively grounded IAW AR 40-501 until the soldier's commander receives favorable recommendation from the flight surgeon and the Chief, Alcohol/Drug Abuse Division. (Recurring evaluations by a flight surgeon will be conducted on a frequency determined by his perception of the magnitude of the alcohol problems.)

2. The brigade commander and the soldier will notify SJA of the incident IAW the provisions of the DUI memorandum of reprimand standard operation procedures.

3. This memorandum supersedes Policy Memo 05-45, 3 January 2005, and will expire one year from date of publication.

XXXXXX XXXXX
Colonel, USA
Commander

DISTRIBUTION:
A, B

ACCIDENT/INCIDENT AFTER-ACTION REVIEW (AAR)

1. PURPOSE:

- a. Encourages safe vehicle operations by providing unit personnel with lessons learned from fellow soldiers' POV accidents and DUI/DWI violations.
- b. Discourages unsafe vehicle operations by requiring individuals (other than a driver who is suspected of a crime, e.g., DUI/DWI, speeding, etc.) to describe the incident and lessons learned in front of his/her peers.
- c. Ensures POV accident reports are accurate and complete and include appropriate/quality recommendations.

2. AAR CONTENTS:

- a. Description of the incident and the circumstances surrounding the incident.
- b. Results and consequences.
- c. Lessons learned/countermeasures.

3. USE:

- a. Require individuals (other than a driver who is suspected of a crime, e.g., DUI/DWI, speeding, etc.) to conduct an AAR describing the incident and lessons learned in front of the unit.
- b. Tailor target audience for AAR based on severity of accident and rank of individual(s) involved. Different severity/rank of individual(s) involved, calls for different level of briefing.
 - Soldier killed/seriously injured - BN formation
 - Soldier injured but not seriously - CO formation
 - Officer convicted of DUI/DWI - BDE OPD
 - NCO convicted of DUI/DWI - BDE NCOPD
 - Soldier convicted of DUI/DWI - CO formation
- c. Brigade or higher review accident investigation reports of fatal accidents or accidents involving DUI. Review to ensure accuracy, completeness, and appropriateness/quality of recommendations.

FATAL POV ACCIDENT SCENARIOS

EXAMPLES ATTACHED

1. PURPOSE: Provide all soldiers with information on the most frequent fatal/local POV accident scenarios.

2. CONTENTS: Written scenario summaries and video covering scenarios will include the following:

- a. Fatal POV accident scenarios.
- b. Accident causes (hazards) and possible controls.

3. USE:

a. **Video.** Video could be shown during Safety Day activities, unit training, pre-holiday safety briefings, Newcomer Orientation/Briefing, etc. Preliminary Loss Reports (PLR) with video vignettes can be downloaded from the USACRC webpage

<https://crc.army.mil/home/> under Multimedia

<https://crc.army.mil/Multimedia/default.asp?iChannel=19&nChannel=Multimedia>.

b. **Written Scenarios.** Written scenarios could be used in local publications, as training handouts, on bulletin boards, etc. Local area accidents involving Soldiers should be used or written scenarios from recent PLR's which are also available on USARC webpage.

PRIVATELY OWNED VEHICLE (POV) ACCIDENT SCENARIOS

PROFILES OF FATAL POV ACCIDENTS WITH MILITARY DRIVER ERROR

1. YOUNG DRIVER, LATE AT NIGHT/EARLY MORNING

YOUNG SOLDIER DRIVING LATE AT NIGHT WHILE FATIGUED/UNDER THE INFLUENCE OF ALCOHOL/SPEEDING.

EXAMPLE:

At approximately 0440 hrs, a 19 year old male soldier was killed when his car ran off the road at a high rate of speed and hit a telephone pole. The car hit the pole so hard that it snapped the pole off at its base. The car rolled several times, ejecting the soldier. His blood alcohol level was measured at .18% at the time of the accident.

2. WEEKEND DAY TRIP

SOLDIER ON 4-LANE/RURAL ROAD DAY TRIP ON WEEKEND DURING THE SUMMER.

EXAMPLE:

A PFC and his family were traveling on an interstate highway during daylight, en-route to their summer vacation destination. Driving at a high rate of speed, the PFC struck a car traveling in his lane that he was trying to pass. His car then careened across the center median and hit a tractor-trailer head-on. He and his family were killed

3. NON-USE OF PERSONAL PROTECTIVE DEVICES.

SOLDIER INVOLVED IN AN AUTO ACCIDENT EJECTED FROM VEHICLE.

EXAMPLE:

A 1ST Cav Div Soldier was killed in a POV crash on 9 Apr 05 at 0215 local in Belton, TX. The 26 year-old driver (SSG) lost control of his pick-up truck. This NCO was not wearing his seatbelt, was ejected from the truck, and it rolled over the top of him.

4. SHARP CURVES ON RURAL ROADS

SOLDIER DRIVING AT EXCESSIVE SPEED FAILED TO PROPERLY NEGOTIATE A SHARP CURVE ON RURAL ROAD.

EXAMPLE:

A soldier was killed when his car hit a culvert and flipped as he was on his way home after work on a Friday. In a rush to be with his family, he took a sharp curve without slowing down and lost control. The car went airborne after hitting the culvert and flipped. It came to rest upside down, crushing the roof.

5. COMBINATION OF DRIVER ERRORS: EXCESSIVE SPEED, CURVES ON ROAD AND ALCOHOL ABUSE.

SOLDIER EXCEEDING SPEED LIMIT WHILE INTOXICATED, FAILED TO NEGOTIATE A ROAD CURVE.

EXAMPLE:

A New Mexico NG Soldier was killed in a POV accident on 14 May 2005 at 2019 local in the vicinity of Grants, NM. The 52 year-old NCO's (SSG) vehicle exceeded the posted speed limit (70 mph in a 40 mph zone), failed to negotiate a curve and rolled. The NCO was not wearing his seatbelt and was thrown from the passenger side of the vehicle. Alcohol was a factor in this accident. The SSG was on a 4-day pass.

6. SPEEDING - MOTORCYCLE

SOLDIER ENGAGED IN A HIGH SPEED ROAD RACE COLLIDED WITH A TRUCK.

EXAMPLE:

A Surface Deployment and Distribution Command (SDDC) Soldier died in a motorcycle crash on 1 May 2005 at 1535 local in Beaumont, TX. The 20 year-old operator (PFC) was killed when his motorcycle collided with a truck that entered the roadway. It is reported that the Soldier was participating in a high speed motorcycle race with two other motorcycles. The motorcycle's estimated speed was 100 mph. Soldier was wearing a helmet but had no motorcycle endorsement on his driver's license and had not attended a motorcycle safety course.

7. INTOXICATED DRIVER

SOLDIER AND PASSENGER INTOXICATED WHILE DRIVING.

EXAMPLE:

A 101st ABN DIV Soldier was killed and one was seriously injured on 5 Feb 05 at 0415 local in an alcohol-related POV accident at Ft. Campbell, KY. After proceeding through the gate, the vehicle struck a series of parked vehicles while traveling at a reported high rate of speed. The 21 year-old passenger (SPC) of the moving vehicle sustained a serious head injury and subsequently died. The 22 year-old driver (SPC) remains hospitalized. The driver was wearing his seatbelt while the passenger was not. The blood alcohol level of both occupants was reportedly greater than .20.

COMMAND SAFETY REVIEW BOARD

1. **PURPOSE:** Involves chain of command in analysis of fatal POV accidents to identify lessons learned and prevention actions/countermeasures for future use.

2. BOARD COMPOSITION:

a. Chief of Staff- Convenes the board, summarizes its purpose, assigns tasks based on board findings.

b. Assistant Chief of Staff

c. Provost Marshal

d. Staff Judge Advocate

e. Post Safety Officer

f. POV fatalities' chain of command - Provide information on the accident and the accident victim.

g. Alcohol and Drug Control Officer (if alcohol related accident)

h. Other personnel as needed from the following:

- CID
- Division/Unit Surgeon
- Division/Unit Chaplain

2. USE:

a. Chief of Staff convenes the board for every fatal POV accident.

b. POV fatalities' chain of command presents information on the accident and the accident victim for discussion by the board.

c. Board brainstorms to identify lessons learned and prevention actions/countermeasures for future use.

d. As required, Chief of Staff assigns tasks based on board findings.

NEXT ACCIDENT ASSESSMENTS FOR INDIVIDUALS & LEADERS

INDIVIDUAL & LEADER ASSESSMENTS INCLUDED AT APPENDIX D

1. PURPOSE:

a. Individual Assessment: Permits individual soldier to assess his/her risk of causing an accident (soldier does not reveal this result) and requires soldier to identify action(s) he/she will take to reduce his risk plus action(s) he needs the chain of command to take (to be turned in).

b. Leader Assessment: Permits commanders/leaders/NCOs to establish the risk of each soldier they rate causing an accident and the reasons for the risk. Enables commanders, leaders and NCOs to determine the percentage of high risk soldiers, reasons for the risk and control options.

2. USE:

a. Individual Assessment: A two-part test which should be administered to individual soldiers at all levels.

1) Part 1 of the assessment is a self awareness tool. Soldiers complete the assessment by answering each question honestly and totaling the points. Soldiers can use the points to learn where work is needed to reduce risk on a personal level. Since this is a self awareness tool, results should not be revealed.

2) Individual feedback on actions to reduce risk (individual and chain of command) from Part 2 of the assessment is rolled up from platoon to brigade level to enable commanders and leaders to see what changes their soldiers believe would improve unit safety.

b. Leader Assessment:

1) Each leader completes the assessment for each soldier he/she immediately rates. Leader enters the scores on the summary sheet and retains as a record of risk reduction progress.

2) Summary sheets are rolled up from platoon to brigade, enabling commanders and leaders to determine the percentage of high risk soldiers, reasons for the risk and control options.

3) Summary sheets can be placed in leader books for use in counseling and monitoring risk reduction progress

3. REQUIREMENTS;

- a. Sufficient copies of the Individual Assessment for each soldier to complete an assessment.
- b. Sufficient quantities of the Leader Assessment for each leader to complete an assessment for the soldiers he rates.

NCOER/OER - BULLET COMMENT ON POV SAFETY

EXAMPLES

- o Employed use of strong NCO support channels to reduce POV accidents in the unit.*
- o Personally chosen by Brigade and Battalion Commanders to lead POV accident prevention campaign.*
- o Attention to safety enabled unit to earn Battalion POV Safety Award.*
- o Volunteered to run the unit POV safety program.*
- o Developed and administered POV pre-trip safety checklist.*
- o Failed to follow Commander's Policy on safe motor vehicle operations.*
- o Found guilty of three moving violations while operating his POV during this rating period.*

1. PURPOSE:

- a. Provides soldiers credit on NCOER/OERs for efforts in support of unit's accident prevention program, including POV safety.
- b. Discourages unsafe vehicle operations by having it be reflected on the soldier's NCOER/OER.

2. USE:

- a. Document unit's POV accident prevention efforts and safety performance by including bullet comment on individual soldier's NCOER/OER.
- b. Document soldier's unsafe vehicle operations (assuming Article 15 or other conviction) by including bullet comment(s) on individual soldier's NCOER/OER. Recommend negative comments closely follow Personnel Evaluations update.

PERIODIC TRAFFIC SAFETY COUNCIL MEETINGS

1. PURPOSE:

- a. Discuss POV safety issues/problems/concerns and make recommendations for improvements/fixes.
- b. Disseminate new/updated POV safety information, guidance, policies, etc.

2. USE:

- a. Meetings should be held routinely (suggest quarterly) to discuss POV and other safety issues/concerns and make recommendations. New/updated safety information should be disseminated.
- b. Members should include:
 - All levels of command
 - Safety officers/NCOs
 - Representatives from each unit/activity
 - Installation Safety Office
 - Provost Marshall – Traffic Safety Section

PRIVATELY OWNED VEHICLE (POV) SAFETY QUIZ

EXAMPLE ATTACHED

1. PURPOSE:

- a. Checks Soldiers knowledge of important vehicle safety information and identifies areas requiring additional training/emphasis.
- b. Periodically reminds soldiers of vehicle safety considerations.

2. CONTENTS:

- a. Questions should cover the following:
 - POV accident prevention policies/regulations
 - Common accident causes
 - Key accident prevention safety information
- b. Quiz can be tailored to include questions on local area hazards, operating conditions and customs, rules/regulations.

3. USE:

- a. Quiz can be given
 - At the Commander's discretion.
 - To incoming soldiers to identify areas needing training/emphasis.
 - Periodically as a refresher or to identify areas needing training/emphasis.
 - On Safety Day have soldiers complete the quiz prior to covering POV safety topics to provide them with feedback on their POV safety knowledge.
- b. Answers for example quiz are provided at Appendix B.

PRIVATELY OWNED VEHICLE (POV) SAFETY QUIZ

1. If you were driving with a blood alcohol concentration (BAC) of .08 percent you would be considered legally DUI in all states.

- a. True
- b. False

2. For the average 160-180 pound individual, inhibitions are lessened and judgment begins to be affected after drinking just one beer in one hour or less.

- a. True
- b. False

3. Alcohol consumption affects which of the following?

- a. Coordination and physical reflexes
- b. Reaction time
- c. Visual sharpness
- d. General awareness
- e. a and b
- f. a thru d

4. The effects of alcohol wear off at the rate of roughly one drink per hour.

- a. True
- b. False

5. Which of the following are signs of a drunk driver?

- a. Slow driving in the left lane
- b. Running over the curb
- c. Weaving
- d. No lights when needed
- e. All of the above

6. If you identify a possible alcohol-impaired driver, you should attempt to pass the vehicle and get to a phone to call for help.

- a. True
- b. False

7. Most states consider a motor-vehicle operator to be impaired or under the influence with a BAC between .03 and .05 percent.

- a. True
- b. False

8. Which of the following factors does NOT determine how alcohol will affect you?

- a. How fast you drink
- b. How much you weigh
- c. Whether or not you have eaten
- d. Mood/attitude
- e. Age & sex

9. It is better to drink beer than booze because the alcohol content of a 12 ounce beer is less than one and a half ounces of 80-proof booze.

- a. True
- b. False

10. Once your BAC begins to rise, you can sober up or reduce it by which of the following?

- a. Time
- b. Eating
- c. Coffee
- d. Cold shower
- e. All of the above

11. As you drive down most highways in the United States, it is estimated that:

- a. One in 5 other drivers is drunk.
- b. One in 20 other drivers is drunk.
- c. One in 200 other drivers is drunk.
- d. One in 500 other drivers is drunk.

12. Which of the following factors determine safe driving speed?

- a. Posted speed limit
- b. Road and weather conditions
- c. Time of day
- d. Amount and type of traffic
- e. a and b
- f. a thru d

13. The best way to avoid an accident when you are tired and traveling to a location you visit frequently is to take the same route all of the time because you know it so well.

- a. True
- b. False

14. The major reason that sleepiness when driving kills is because it:
- a. Lowers overall driving ability about 10 percent.
 - b. Causes sleep for 2-3 second periods.
 - c. Causes total hypnosis and spacing out.
 - d. None of the above.
15. According to the National Highway Traffic Safety Administration, wearing a combination lap/shoulder belt cuts your chance of serious injury if you are involved in an accident by how much?
- a. 10%
 - b. 20%
 - c. 30%
 - d. 40%
 - e. 50% or more
16. A soldier is required by Army regulation to use seat belts at all times, on and off the installation, while driving or riding in a POV.
- a. True
 - b. False
17. Which of the following is (are) good technique(s) to avoid becoming fatigued while driving on long trips?
- a. Avoid driving during normal sleep hours
 - b. Ensure you are completely rested prior to departure
 - c. Plan at least a 15-minute rest stop every two hours
 - d. Limit driving to 350 miles per day or no more than 8 hours on the road
 - e. All of the above
18. What are the three leading causes of fatal Army POV accidents?
- a. Speed, alcohol, and fatigue
 - b. Speed, alcohol, and following too close
 - c. Speed, alcohol, and non-use of seatbelts
 - d. Alcohol, fatigue, and non-use of seatbelts
 - e. Alcohol, fatigue, and failure to yield right of way
19. What time of day do most fatal POV accidents occur where the Army driver is at fault?
- a. 0600-0900
 - b. 0900-1500
 - c. 1600-2000
 - d. 2100-0500

20. What days of the week do most fatal POV accidents occur where the Army driver is at fault?

- a. Monday and Friday
- b. Wednesday, Thursday, and Friday
- c. Friday, Saturday, and Sunday
- d. Sunday and Monday

21. If you are driving and feel sleepy, what should you do?

- a. Roll down the windows so the fresh air will wake you up
- b. Turn the radio volume up to keep you alert
- c. Turn the air conditioner to high so the cool air will wake you up
- d. Stop and sleep
- e. Any of the above

22. Seatbelts are not necessary if your car is equipped with air bags.

- a. True
- b. False

Motorcycle/All Terrain Vehicle Operator Agreement

BACKGROUND: Traffic accidents are a leading cause of death and disability in the United States. Motorcycle (MC) crashes claim the lives of over 2,000 riders each year. Motorcyclists are 16 times more likely than passenger car occupants to die in a traffic accident and about four times as likely to be injured. While only 20 percent of car crashes result in injury or death, an astounding 80 percent of motorcycle crashes involve injury or death (National Highway Traffic Safety Administration (NHTSA)).

Despite the best prevention efforts, motorcycle/ATV crashes do occur. During an accident, the most important factor in reducing injury is personal protection for the operator. Education, reflective equipment, gloves, clothing, proper footwear, eye protection, and helmets provide this personal protection. Helmets are by far the motorcycle/ATV rider's most important safety equipment because they protect against injuries to the head and brain. A helmet only works if a rider wears it. Department of Defense (DoD) requires use of a helmet even in those states where helmets are not required by state traffic law. The helmet must be certified to meet Department of Transportation (DOT) standards and must be properly fastened under the chin. Novelty helmets and other helmets may not meet DOT standards.

Rider education in accident prevention develops critical skills for safe operation of MC/ATVs. DoD requires completion of a Motorcycle Safety Foundation (MSF) approved course prior to motorcycle operation on Army installations.

1. Purpose. To provide a sample "Motorcycle Operator/All Terrain Vehicle (ATV) Requirements and Individual Responsibilities Agreement" to be signed by the individual soldier operating or intending to operate a motorcycle or ATV. The agreement is to be signed after the commander/leader has ensured the soldier has read and understands the statement of requirements and responsibilities. The agreement is designed to:

- a. Involve the chain of command in the effort to reduce MC/ ATV accidents.
- b. Encourage safe MC/ATV operations, on and off duty.
- c. Inform MC/ATV operators of their Personal Protective Equipment (PPE) requirements and responsibilities for training, licensing, and operating these vehicles.

2. Responsibilities.

a. Commanders and Leaders

(1) Establish Commander's Policy to institute the MC/ATV operator individual agreement. Take appropriate action(s) when non-compliance with the agreement is detected/reported.

(2) During new personnel orientation, inform soldiers of the MC/ATV operator requirements and responsibilities and the agreement.

(3) Have MC/ATV operator read the statement of motorcycle operator/ATV requirements and responsibilities (sample below) and sign the agreement (sample also below).

(4) Coordinate with the Military Police and local Safety Office to publicize and enforce compliance.

(5) During Privately Owned Vehicle (POV) inspection, verify MC/ATV operator's license, MSF/Specialty Vehicle Institute of America (SVIA) card and appropriate PPE.

(6) Investigate all MC/ATV accidents/incidents to identify cause factors and compliance with agreement.

(7) Conduct spot checks to verify operators have required training, license and PPE.

b. Individuals Sign and comply with the "Motorcycle / ATV Operator Requirements and Individual Responsibilities Agreement." This includes:

(1) Prior to purchase of a MC/ATV, or operation of such a vehicle on the installation, inform command of your intent.

(2) Complete required training and inform commander.

(3) Purchase and use appropriate PPE IAW with the agreement.

3. Support.

a. Provost Marshal

(1) Enforce MC/ATV safety training and protective equipment requirements in local traffic regulation IAW AR 190-5 and DoDI 6055.4.

(2) Verify appropriate MC safety training prior to issue of installation motor vehicle registration.

(3) Conduct spot checks to verify operators have required training, license and PPE. Inform commander/leader of results.

b. Safety Office

(1) Publicize MC/ATV safety requirements.

(2) Provide information on MC/ATV training sources and schedules to soldiers and schedule training upon request.

SAMPLE Statement of Motorcycle/ATV Operator Requirements and Individual Responsibilities

Thirty percent (FY 2005) of Privately Owned Vehicles (POV) accidents in the Army are Motorcycle (MC) accidents. If you operate a privately owned MC or All Terrain Vehicle (ATV) (either street or off-road versions) on or off DoD installations you must be appropriately licensed to operate it (except where not required by SOFAs or local laws). Before operation of any motorcycle/ATV, you shall successfully complete an approved rider or operator safety course. The safety course must be a Motorcycle Safety Foundation (MSF), or Specialty Vehicle Institute of America (SVIA) or MSF-based State-approved course. You are responsible to contact the installation safety office and schedule training. Once you have completed training you will report back to the installation safety office and me. It is mandatory that all persons operating or riding as a passenger on a MC or ATV use appropriate Personal Protection Equipment (PPE). PPE requirements on and off the installation/Army property are as follows.

- 1. A helmet certified to meet Department of Transportation (DOT) standards. Helmet must be properly fastened under the chin. If stationed outside CONUS and the host nation does not have an equivalent helmet standard, the helmet will meet the U.S. DOT standard. DoD requires use of a helmet even in those states where helmets are not required by state traffic law.*
- 2. Impact/shatter resistant goggles or full-face shield properly attached to the helmet. A windshield or eyeglasses alone are not proper eye protection.*
- 3. Sturdy Footwear is mandatory. Leather boots or over the ankle shoes are strongly encouraged.*
- 4. Long sleeved shirt or jacket, long trousers, and full-fingered gloves or mittens designed for use on a motorcycle/ATV.*
- 5. A brightly colored outer upper garment during the day and a retro reflective upper garment during the night are required. Outer upper garment shall be clearly visible and not covered. **Note: Check with the safety office to get specific state, local, and installation requirements related to reflective equipment (e.g. PT belt over the shoulder or around a backpack).***
- 6. Include specific installation and state MC/ATV traffic laws.*

Reference: Department of Defense Instruction (DoDI) 6055.4 - Traffic Safety Program

Signature and Date

Motorcycle Operator/ATV Requirements and Individual Responsibilities Agreement

I, _____, have read and understand the requirement of safe motorcycling/ATV operations. I acknowledge the Army requirement for Personal Protective Equipment (PPE), licensing requirements and MSF training requirements as outlined in the Motorcycle/ATV Operator Individual Requirements and Responsibilities Agreement. I understand that if I am injured while riding a motorcycle/ATV in violation of this policy, I may be found Not-in-Line of Duty Due to Own Misconduct. Such a finding by an investigating officer can result in my loss of benefits, to include my right to free medical care, my right to disability pay, or separation pay, or medical retirement from the service if my injuries make me no longer eligible for military service. I could also face forfeiture of many of my veteran's rights such as education benefits. In addition to the Army requirement for PPE, I acknowledge that my commander has given me a direct order to NEVER operate a motorcycle/ATV without the PPE. My failure to comply with his/her order is punishable under Article 92 of the Uniform Code of Military Justice.

Signature and Date

MOTORCYCLE MENTORSHIP PROGRAM

The purpose of the Motorcycle Mentorship Program is to establish voluntary installation-level motorcycle participation where less experienced riders and seasoned riders can create a supportive environment of responsible motorcycle riding and enjoyment. This will create an environment for positive conduct, behavior and serve as a force multiplier that supports a commander's motorcycle accident prevention program. (See Appendix F)

MOTORCYCLE INSPECTION

Motorcycle Inspection Personal Information Checklist

Operator:			
Rank:	Last Name:	F.Name MI:	
Vehicle Description:			
Make:	Model:	Year:	Color:
Drivers License Info:			
State:	License Number:	Expiration Date:	
Endorsement: Yes / No			
Insurance Info:			
Insurance Company:		Policy Number:	
Activation Date:		Expiration Date:	
Required PPE?			
Date Completed Motorcycle Safety Foundation Course:			
Motorcycle Safety Foundation Course Card Number:			

Motorcycle Safety Inspection Checklist

L -- LIGHTS			
ITEM:	CHECK:	INSPECT FOR:	CHECK OFF:
Battery	Condition	Terminals clean and tight, electrolyte level, battery held down securely.	
	Vent Tube	Not kinked, routed properly, not plugged.	
Lenses	Condition	Cracked, broken, securely, mounted, excessive condensation.	
Reflectors	Condition	Cracked, broken, securely mounted.	
Wiring	Condition	Fraying, chafing, insulation.	
	Routing	Pinched, no interference or pulling at steering head or suspension, wire looms and tied in place, connectors tight, clean.	
Headlamp	Condition	Cracks, mounting and adjustment system.	
	Aim	Height and right / left. High and Low beam work.	
Brake Light	Condition	Cracks, operational w/Front hand control and foot ctrl.	
Turn Signals	Condition	Cracks, operational.	Front -
	Condition	Cracks, operational and not flush mounted to fairing.	Rear-
License Plate	Condition	Visible to motorists and equipped with light.	

C -- CONTROLS

ITEM:	CHECK:	INSPECT FOR:	CHECK OFF:
Levers	Condition	Broken, bent, cracked, mounts tight, ball ends on handlebar lever.	
	Pivots	Lubricated.	
Cables	Condition	Fraying, kinks, lubrication, ends and length.	
	Routing	No interference or pulling at steering head, suspension; no sharp angles, and wire looms in place.	
Hoses	Condition	Cuts, cracks, leaks, bulges, chafing, deterioration.	
Throttle	Operation	Moves freely, snaps closed, no revving.	
	Routing	No interference or pulling at steering head, suspension; no sharp angles, and wire looms in place.	
Horn	Condition	Installed and operational.	

C -- CHASSIS

ITEM:	CHECK:	INSPECT FOR:	CHECK OFF:
Frame	Condition	Cracks at gussets/welds, accessory mounts, look for paint lifting and or corrosion.	
	Steering Head Bearings	No detent or tight spots through full travel, raise front wheel (if equipped w/Ctr Stand) check for play by pushing/pulling forks.	
	Swing arm Bushings Bearings	Raise rear wheel, check for play by pushing/pulling swing arm.	
Suspension	Forks	Smooth travel, no excessive corrosion, straight.	
	Shock(s)	Smooth travel, no leaks or seepage.	
Chain/Belt	Tension	Check at ctr bottom portion of Chain/Belt. Approximately 3/4" to 1 1/2" free movement. (Chain should not be too tight, no excessive slack.)	
	Guard	Belt/Chain Drive Motorcycles should be equipped w/a chain/belt guard on top of item.	
	Lubrication	Light coat application. No excess Lube. NO RUST on chain Belts are not to be lubricated.	
	Sprockets	Teeth not hooked, or excessively worn Securely mounted.	
Fasteners	Threaded	Tight, missing, bolts, nuts	
	Clips	Broken, Missing.	
	Cotter Pins	Broken, Missing.	

O -- OIL

ITEM:	CHECK:	INSPECT FOR:	CHECK OFF:
Levels	Engine Oil	Check warm on Center Stand, dipstick or sight glass.	
	Hypoid -	Transmission, rear drive shaft drive Motorcycles.	
	Gear Oil		
	Hyd. Oil	Brakes and clutch, reservoir or sight glass.	
	Coolant	Reservoir and/or coolant recovery tank - cool only.	
	Fuel	Tank or Gauge for serviceability.	
Leaks	Engine Oil	Gaskets, housings, seals	
	Hypoid -	(Shaft Drive Motorcycles) Gaskets, seals, breathers.	
	Gear Oil		
	Hyd. Oil	Hoses, master cylinders, calipers.	
	Coolant	Radiator, hoses, tanks, fittings, pipes.	
	Fuel	Lines, fuel taps, carburetors.	

T-- TIRES & WHEELS			
ITEM:	CHECK:	INSPECT FOR:	CHECK OFF:
Tires	Condition	Tread depth, excessive wear, weathering, evenly seated bulges, imbedded objects/plugs.	
	Air Pressure	Check when tire is cold. (30-40psi)	Fr. Rr.
Wheels	Spokes	Bent, broken, missing, check at top of wheel for tension: "Ring" = ok "thud" = loose spoke.	
	Rims	Cracks, dents, bent in appearance.	
	Bearings	Grab Top and bottom of tire and flex: No free play (click) between hub and axle, no growl when spinning.	
	Seals	Cracked, cut or torn, excessive grease on outside, reddish-brown outside.	

S-STAND			
ITEM:	CHECK:	INSPECT FOR:	CHECK OFF:
Center stand	Condition	Cracks, bent. (some motorcycles may not be equipped with a center stand)	
	Retention	Springs in place, tension to hold positions.	
Side stand	Condition	Cracks, bent. Safety cutout switch. (This will stop or stall engine if placed in gear and stand is down.)	
	Retention	Springs in place, tension to hold positions.	

Operator and Inspector Signatures:

Operator Signature: _____ Date: _____

Inspector Printed Name: _____

Inspector Signature: _____ Date: _____

MOTORCYCLE INSPECTION



T – Tires and Wheels

- Condition, air pressure

C – Controls

- Levers, cables, hoses, throttle

L – Lights

- Battery,
- lenses, reflectors, wiring, headlamp

O – Oil Levels, leaks

C – Chassis

- Frame, suspension, chain/belt, fasteners

S – Kickstand

- Condition, retention

Note: A complete color motorcycle checklist can be found at the following webpage:

https://crc.army.mil/riskmanagement/driving_pov/Motorcycle_T-CLOCS_poster.pdf

Check to ensure that all riders possess the appropriate PPE: Helmet, gloves, long trousers/shirt (jacket), goggles, reflective upper garment, etc.

ATV

Pre-ride inspection. A properly conducted pre-ride inspection will minimize the chance of injury, identify damaged equipment, and preclude stranding of the operator. The pre-ride inspection checklist is designed to be used as a record and should be used before every ride. A thorough completion of the checklist will provide a good record of the maintenance, repairs, and overall condition of the ATV. The inspection checklist is divided into a double column so you will have space to record 2 complete pre-ride inspections. Additionally, fill-in spaces are provided for you to add other items if necessary.

Performing the inspection.

1. Inspect all items listed in the “inspection items” column.
2. Note the date the items were inspected. The items should be inspected each time.
3. In the “notes” column, write some reminder comments to describe the conditions of the items inspected.
4. Inspection Form provided can be modified as appropriate (location, environment, etc).

ATV INSPECTION CHECKLIST						
INSPECTION ITEMS	DATE	OK	NOTES	DATE	OK	NOTES
Front tire PSI						
Rear tire PSI						
Tire tread wear						
Overall tire damage						
Wheel and axle nuts						
Cotter pins						
Oil level/clean ?						
Oil Leak: cylinders						
Oil leak: valves						
Air intake hose						
Drive chain tension						
Chain lubrication						
Left brake lever						
Right brake lever						
Foot brake lever						
Foot brake tension						
Condition of brake cables						
Fuel tank condition						
Fuel screen						
Throttle operation						
Exhaust diffuser						
Electrical functions						
Electrical cables						
Headlight						
Other:						

Note: Check for the appropriate PPE: Helmet, gloves, goggles, etc.

MOTORCYCLE SAFETY QUIZ

EXAMPLE ATTACHED

1. PURPOSE:

- a. Checks Soldiers knowledge of important safety information and identifies areas requiring additional training/emphasis.
- b. Periodically reminds soldiers of motorcycle safety considerations.

2. CONTENTS:

- a. Questions should cover the following:
 - Motorcycle accident prevention policies/regulations
 - Common accident causes
 - Key information on motorcycle operations and motorcycle accident prevention safety information
- b. Quiz can be tailored to include questions on local area hazards, operating conditions and customs, rules/regulations.

3. USE:

- a. Quiz can be given:
 - At the Commander's discretion to all soldiers who have or are thinking of purchasing a motorcycle.
 - Periodically as a refresher or to identify areas needing training/emphasis.
 - On Safety Day have soldiers complete the quiz prior to covering motorcycle safety topics to provide them with feedback on their motorcycle safety knowledge.
- b. Answers for example quiz are provided at Appendix C.

MOTORCYCLE SAFETY QUIZ

1. Drivers authorized to operate a motorcycle on an Army installation are required to complete:
 - a. Only state required training
 - b. Orientation Training by the motorcycle seller
 - c. Industry provided motorcycle-training course
 - d. An Army-approved Motorcycle Safety Foundation-training course
2. Traction is?
 - a. Tire loading expressed in pounds
 - b. Friction between the tires and the road surface
 - c. A combination of weight and centrifugal force
 - d. A direct function of the weight of the rider relative to the weight of the motorcycle
3. Slowly rolling on the throttle throughout a curve
 - a. Produces traction
 - b. Stabilizes the suspension, maintains ground clearance and prevents sudden shifts in traction distribution
 - c. Enables the rider to slow just prior to exiting the curve
 - d. Uses just enough traction to enable the bike to “stick” to the roadway as the curve is being made
4. To select a safe overall speed for a particular corner, the three speeds that should be considered are?
 - a. Roll, enter, balance
 - b. Slow, lean, look
 - c. Approach, entry, exit
 - d. Visual, anticipated, actual
5. The major factors that determine how much traction is available are?
 - a. Gravity and road camber
 - b. Approach speed, lean angle and ground clearance
 - c. Friction force between the tires and road surface
 - d. Motorcycle position, rider position and position of accessories

6. The minimum following distance behind the vehicle ahead is?
 - a. 4 seconds
 - b. 2 seconds
 - c. 12 seconds
 - d. 6 seconds
7. The most important piece of personal protective equipment for a motorcyclist is?
 - a. Face shield
 - b. Helmet
 - c. Gloves
 - d. All of the above
8. The requirement for motorcycle safety applies to soldiers?
 - a. Off duty and on installation only
 - b. On duty and on installation only
 - c. At all times on or off duty and on or off installation
 - d. On duty or off installation on official business
9. The prime considerations when selecting an effective motorcycle helmet should include:
 - a. Cost and manufacturer
 - b. Type (full, three quarter, half shell)
 - c. Construction (plastic, fiberglass, Kevlar)
 - d. Fit
 - e. a and b above
 - f. b, c and d above
10. The largest cause(s) of single vehicle motorcycle accidents is(are)
 - a. The rider running wide in a turn and running off of the roadway
 - b. The rider riding while intoxicated
 - c. The rider not wearing proper protective equipment
 - d. The rider failing to yield the right of way to other vehicles
 - e. a and b above

VIDEOS/FILMS ON PRIVATELY OWNED VEHICLE SAFETY/ RELATED TOPICS

The USACRC website provides a digital gallery filled with multimedia products developed to assist you to stay in the fight, to be safe on the job, and to enjoy off-duty life. Tactical and non-tactical magazines, videos, images, posters, and sounds designed to train, inform, entertain, and communicate loss reduction through composite risk management content.

TITLE	IDENTIFICATION NO.	LENGTH
<i>The Road Show</i>	https://crc.army.mil/Multimedia/detail.asp?iData=75&iCat=58&iChannel=19&nChannel=Multimedia	7 minutes
<i>The Drivers Dozen</i>	https://crc.army.mil/Multimedia/detail.asp?iData=75&iCat=58&iChannel=19&nChannel=Multimedia	15 minutes
<i>Drive to Arrive</i>	https://crc.army.mil/Multimedia/detail.asp?iData=75&iCat=58&iChannel=19&nChannel=Multimedia	25 minutes
<i>Every Drive Counts</i>	https://crc.army.mil/Multimedia/detail.asp?iData=75&iCat=58&iChannel=19&nChannel=Multimedia	25 minutes
<i>RDECOM Motorcycle Safety</i>	https://crc.army.mil/Multimedia/detail.asp?iData=75&iCat=58&iChannel=19&nChannel=Multimedia	2 minutes
<i>Preliminary Loss Reports (PLR's)</i> #523—POV 3min 3sec #535—ATV 2min 1sec #569—Truck 3min 53sec ---Family 4min 59sec #642—Motorcycle 3min 47sec	https://crc.army.mil/Multimedia/detail.asp?iData=75&iCat=58&iChannel=19&nChannel=Multimedia	17 Minutes (cumulative)
<i>Own The Edge (OTE) ad kit</i> <i>Dirty Jobs 1 thru 4 (Mike Rowe)</i> <i>CRM Message (WWE Superstar)</i>	https://crc.army.mil/Multimedia/detail.asp?iData=75&iCat=58&iChannel=19&nChannel=Multimedia	-- -- -- -- -
<i>ImpaX Magazine</i>	https://crc.army.mil/Multimedia/cat.asp?iCat=67&iChannel=19&nChannel=Multimedia	-- -- -- -- -

Finished productions are available from: <http://afishp6.afis.osd.mil/dodimagery/davis/>

SEAT BELT/SAFETY TESTIMONIALS/VIDEOS

1. PURPOSE:

- a. Encourage use of seat belt/restraint systems by providing unit personnel with lessons learned on the benefits of seat belts from fellow soldier's POV accidents/incidents.
- b. Encourage safe operation of POV's by providing unit personnel with lessons learned from fellow soldier's POV accidents/incidents.

2. CONTENTS:

- a. Have soldiers describe accidents/incidents that they are familiar with where seat belts helped save lives/prevent injuries.
- b. Provide videos of testimonials on seat belt use and POV safety for viewing by soldiers. Require viewing during Safety Days, training, or when soldier is seen by supervisor not using seat belts or driving in an unsafe manner
- c.

Sample videos at:

<https://crc.army.mil/Multimedia/detail.asp?iData=75&iCat=58&iChannel=19&nChannel=Multimedia>.

STRIP MAPS

EXAMPLE ATTACHED

1. PURPOSE:

a. Informs soldiers of potentially hazardous areas and suggested rest stops along routes to areas frequently visited near Army installations/activities or to/from drill sites for National Guard/Reserve soldiers.

b. Avoids occurrence of automatic driving (complacency due to driving same route frequently) by providing soldiers with alternate routes to areas frequently visited.

2. MAP CONSTRUCTION:

a. Develop strip maps to local area's most frequently visited resorts/recreation areas or from local communities to drill sites for National Guard/Reserve. Strip maps should be developed for alternate routes to same locations so that personnel can vary their route and avoid automatic driving. (Note: Assistance with strip map construction can be found in FM 7-20 which covers constructing tactical strip maps.)

b. Map should include:

- Estimated driving time
- Mileage to key points
- Markers indicating:
 - Rest/gas stops (places to rest and take a break)
 - Areas where caution should be exercised
 - Frequent accident locations/areas
 - Construction/highway hazards
- Legend indicating how caution areas and rest stops can be identified.
- Map 'as of date' so map currency can be determined.

c. Information on frequent accident locations/areas can be obtained from local safety office/police/state highway departments.

d. Update caution areas on a routine basis.

e. Could also be constructed for the immediate local area around the installation/activity and periodically updated with frequent accident locations/areas and construction hazards. These maps could be published in local newspapers and copies displayed in highly visible locations.

3. **USE:**

- a. Include maps in welcome packets for installation/unit and hand out at Newcomer Briefings.
- b. Make maps available to all unit personnel. When soldier's DA Form 31: Request for Leave/Pass or Pre-Trip Planning Checklist indicates travel to one of these destinations, supervisor will ensure soldier has a copy of the appropriate strip map.
- c. Provide maps to Information, Ticketing and Registration office for display and inclusion in appropriate packets/brochures.
- d. Provide maps to all National Guard/Reserve soldiers when they arrive in the unit and whenever drill sites change.
- e. Periodically have strip maps published in local newspapers.

Between 19 XX and 2000...

-----lives were lost
----- people were injured

What can you do?

Slow down and buckle up.
Obey all traffic laws.
Turn headlights on.
Be patient-leave early.
If you're tired, take a break.
Stay alert for oncoming traffic.
If you drink, don't drive. Designate a driver.

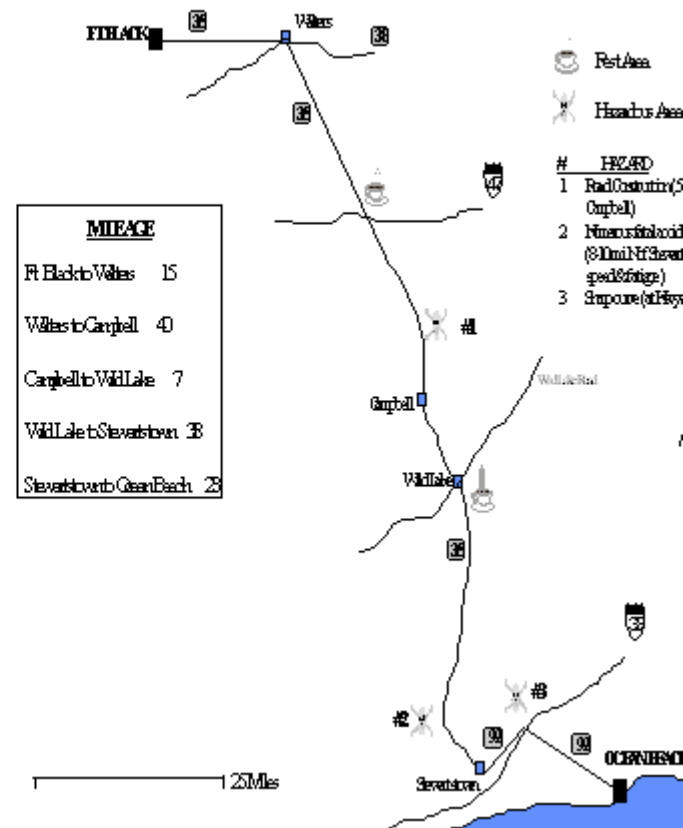
What are we doing?

Extensive awareness campaign
Long-term involvement plan

USE CELLULAR 911 CALLS O
EMERGENCIES (PULL OFF T)



SIRPMP: FTBLACKTOOCEANBEACH



SAFETY DAY

1. PURPOSE:

- a. Provides soldiers with important vehicle safety information.
- b. Periodically reminds soldiers of vehicle safety considerations.
- c. Disseminates new/updated policies/information.

2. CONTENTS:

- a. Maximize use of briefing and discussion format rather than briefing only.
- b. Examples of Safety Day activities/materials/etc. on POV safety.
 - Have leaders and individuals complete the Next Accident Assessment to identify their risk of having a POV accident and to identify controls to reduce their risk.
 - Have soldiers complete the POV Safety Quiz prior to covering POV safety topics to provide them with feedback on their POV safety knowledge.
 - Have Soldiers complete the on-line ASMIS-2 POV Risk Assessment Tool.
 - Have soldiers complete the Motorcycle Safety Quiz if they own or are thinking of buying a motorcycle prior to covering motorcycle safety topics to provide them with feedback on their motorcycle safety knowledge.
 - Video tapes (see attached list)
 - Information for use in developing activities and information for dissemination can be found on the INTERNET (see attached list).
 - Use the Seat Belt Convincer to demonstrate impact forces and benefits of safety restraints. Contact your local Safety Office, Public Affairs Office or Military Police for information on local availability.
 - Have humorous skits performed on POV safety topics
 - Conduct seminars. Use dynamic, interesting discussion leaders (MPs/state police, accident survivors, emergency service personnel, members of the chain of command, etc.) with real life stories and examples, if possible.

POV SAFETY DISPLAYS

1. **PURPOSE:** Encourage safe operation of POV's by providing unit personnel with visual reminders of key safety points while operating POV's and/or the possible consequences of unsafe operation.

2. **CONTENTS/USE:**

a. Post billboards/signs with POV safety slogans, safety pointers or reminders at commonly frequented locations (e.g., PX, commissary, entrance/exit gates).

b. Display wrecked POV at entrance/exit gates as a reminder that unsafe driving might result in similar consequences. Legal issues should be considered prior to displaying vehicles involved in actual local/on post accidents.

POLICE (MP & LOCAL) SPOT CHECKS

1. **PURPOSE:**

a. Discourages driving under the influence of alcohol (DUI/DWI), driving while fatigued, and driving without a license. Encourages seat belt use.

b. Removes potentially hazardous drivers from the road.

2. **REQUIREMENTS:**

a. Coordination with Military Police/local police. Requires coordination with the military and/or local police to request spot checks be established for driver's license, DUI/DWI, driving while fatigued and seat belt use.

b. Spot checks will be more effective if locations and times are varied so no pattern can be identified and check points avoided.

NEWSPAPER ARTICLES/BULLETINS/FLYERS/POSTERS

1. PURPOSE:

- a. Provides all soldiers with important vehicle safety information.
- b. Reminds soldiers of vehicle safety considerations.
- c. Disseminates new/updated vehicle safety information/policies.

2. REQUIREMENTS:

a. Coordinate with installation safety office, public affairs office, local newspapers to request publication of articles/bulletins/flyers/posters on vehicle safety issues. Examples of topics include:

- Local area hazards/road reports
- Construction areas
- Frequent vehicle accident locations
- Vehicle accident scenarios and lessons learned
- Strip maps (see Strip Map page)

b. Submit articles/notices or ideas for articles/bulletins on vehicle safety issues to the public affairs office or local newspapers for publication.

BETTER OPPORTUNITIES FOR SINGLE SOLDIERS (B.O.S.S.)

1. **PURPOSE:** Use the B.O.S.S. program to provide single soldiers with:

- a. activities at locations on or in close proximity to military installations to reduce soldier driving time and distance.
- b. group transportation (car pools, buses, etc.) with designated drivers to area attractions, activities, etc. to ensure at least one individual remains sober and alert to provide safe transportation for personnel drinking/fatigued.

2. **USE:**

a. B.O.S.S. organization surveys single soldiers to determine the types of activities and locations frequented. Then, arranges for:

- Comparable Morale, Welfare and Recreation (MWR) activities for single soldiers at locations in close proximity to the military installation.
- Free group transportation (car pools, vans, buses, TMP vehicles, etc.) with designated drivers to popular area attractions, activities, events, etc. Designated driver incentives should be considered to encourage individuals to be designated drivers. Incentives could include free meals/admission/hotel for the event/trip.

b. Ensure services/activities are advertised in barracks, local newspapers, weekly bulletins, club facilities, flyers, Armed Forces Network, post exchange and commissary.

3. **REQUIREMENTS:**

- a. Coordinate with local B.O.S.S. organization to:
 - Obtain information on offered alternatives.
 - Recommend activities, events, area attractions, etc. that might be of interest to your single soldiers.
- b. Disseminate information on B.O.S.S. activities to single soldiers and encourage participation.

ARMY ACCIDENT PREVENTION AWARDS PROGRAM (AR 672-74)

1. PURPOSE:

- a. Recognize units and individuals for significant positive contributions in the area of POV safety.
- b. Encourage commanders, leaders, NCOs and individuals to become creative and invest resources in solving the POV accident problem.
- c. Inform commanders, leaders, NCOs and individuals of successful POV safety programs/ tools/ideas.

2. USE:

- a. The criteria and procedures for awards to units and individuals are outlined in AR 672-74 (Army Accident Prevention Awards Program, 28 Apr 95).
- b. The following can be awarded to units and individuals for their significant positive contributions in the area of POV safety (see AR 672-74 for details):

AWARD	POSSIBLE RECIPIENTS	AWARDED BY
Chief of Staff, Army, (Army Hq's Safety Award Plaque)	Army Hq's	Chief of Staff, Army
Award of Excellence in Safety Plaque	Units	Army Hq's Commanders
Army Accident Prevention Award of Honor in Safety (DA Form 5758)	Units	Army Hq's Commanders
Army Accident Prevention Award of Accomplishment in Safety (DA Form 5775)	Units	Army Hq's Commanders
Commander's Special Safety Award (DA Form 5776)	Units	Army Hq's Commanders
Chief of Staff, Army, Award for Excellence in Safety Plaque	Individuals	Chief of Staff, Army
Director of Army Safety Special Award of Excellence Plaque	Individuals	Director of Army Safety
United States Army Certificate of Achievement in Safety (DA Form 1119-1)	Individuals	Commanders

NOTE: Additional Safety Awards can be found on the CRC website at:

<https://crc.army.mil/AwardsProgram/detail.asp?iData=11&iCat=598&iChannel=28&nChannel=AwardsProgram>

HOTEL/MOTEL DISCOUNTS

1. **PURPOSE:** Provide soldiers with an alternative to driving after drinking or while too fatigued to drive safely. Hotels/motels provide room discounts.

2. **USE:**

a. Soldiers can request discounts on hotel/motel rates if they have been a customer in the hotel/motel's lounge/bar and upon their departure feel they have had too much to drink or are too fatigued to drive safely.

b. Ensure soldiers are aware of hotels that give discounts

3. **REQUIREMENTS:**

a. Coordinate with Morale, Welfare and Recreation (MWR) personnel to research the possibility of discount rates for local hotels/motels for soldiers patronizing their lounges/bars.

b. Inform soldiers to inquire about possible hotel/motel discounts based on credit cards or military identification.

MORALE, WELFARE & RECREATION (MWR) FACILITIES & SERVICES

1. **PURPOSE:** Use MWR facilities and services to provide soldiers with:

a. Alternatives to driving their privately owned vehicles off-post for entertainment in the evenings and on weekends/holidays.

b. Unit trips/group activities with designated drivers as alternatives to driving their privately owned vehicles after drinking or on extended trips.

c. Information on local activities and trip planning information to minimize long trips or at least ensure they are adequately planned (routes, time required, etc.).

d. Automobile inspections to ensure vehicles are in safe operating condition.

2. **USE:**

a. Morale, Welfare and Recreation (MWR) Facilities:

1) Keep as many of the following on-post facilities as feasible open late at night during the week and on weekends/holidays:

- Recreation Center
- Physical Fitness Center
- Craft Center
- Auto Craft Center

2) Schedule evening events, if possible, and ensure soldiers are aware of their times and locations.

3) Publicize hours facilities are available and have commanders, leaders and non-commissioned officers encourage their use.

b. Information, Ticketing and Registration (ITR):

1) Check with your local ITR Office to identify potential trips, discounts, other activities/resources that individuals or your unit as a group might want to take advantage of instead of driving POVs on extended trips.

2) Arrange for unit or individual trips.

- The ITR Office can assist with trip planning to include reservations, discounts, tickets, routes and times (mapping programs), etc.

- Due to the expense of chartering a bus for group trips, consider use of Transportation Motor Pool (TMP) vehicles, vans, or car pools. Ensure that each vehicle has a designated driver (long trips may require more than one). Waiver of trip cost or purchase of meals for designated drivers should be considered to encourage individuals to be designated drivers.

c. Auto Craft Center. Conduct free automobile inspections for soldiers during designated hours.

3. REQUIREMENTS:

a. Morale, Welfare and Recreation (MWR) Facilities:

1) Coordinate with Morale, Welfare and Recreation personnel to:

- Arrange for facilities to stay open extended evening hours. Military personnel on profile or extra duty may be necessary to man these facilities in order to overcome resource constraints. In order to ensure the safety and security of personnel, it may not be possible to keep certain areas/activities open late. These areas/activities require staffing by specially trained personnel (e.g., lifeguards for pool areas).

- Arrange for free automobile inspections for soldiers. Use of the Auto Craft Center for these inspections could increase use of the facilities due to heightened awareness of its availability and services as well as identification of needed vehicle repairs to soldiers.

2) Publicize hours facilities are available (e.g., flyers, newspapers, bulletin boards, local radio/television stations).

b. Information, Ticketing and Registration (ITR):

1) Coordinate with ITR personnel to identify/arrange for potential trips, discounts, and other activities/resources.

2) Coordinate, as needed, for transportation (e.g., TMP for use of TMP buses, vans, etc.).

APPENDIX A

Commander's Options for Dealing with Unsafe Drivers

Commanders have a number of viable options at their disposal to correct undesirable behaviors when encountering poor drivers within their unit. These options include administrative, chapter actions, article 15's, and courts-martial. Commanders should not wait for one of their soldiers to either kill themselves or someone else before taking action. When faced with a credible report of reckless driving, commanders must be prepared to act immediately.

Administrative Options

Once a commander learns of one of his soldiers driving in an unsafe manner or condition, he can take most of the normal administrative actions that would apply when soldiers fail to perform their job well. With administrative options, he doesn't have to prove the unsafe act beyond a reasonable doubt. He needs only the evidence to support his conclusion that the act is more likely to have occurred than not. It's a preponderance of the evidence standard. Commanders may use any of the following administrative options when addressing a soldier's wrongful driving behavior:

- a. Counseling. Oral and written counseling to identify the problem and direct the desired appropriate behavior.*
- b. Issue orders and regulations. Safeguarding of soldiers by reducing the risk that they will cause harm to either themselves or others is lawful. Commanders may issue any order to deter unsafe driving behavior as long as they articulate how it helps the problem without being selectively enforced or reliant on individual subjectivity. For example, if an NCO tells the commander he observed a member of the unit weaving his motorcycle in and out of traffic over the weekend, the commander should exercise his authority and order the soldier to cease driving his motorcycle for a specified period of time. The commander doesn't need a military or civilian police officer to issue a ticket to know that the soldier did something unsafe; he only needs credible evidence that an unsafe act occurred. The credible evidence can be the word of the NCO who observed the unsafe behavior. When commanders receive such evidence, they should order the soldier to stop*

the behavior. Failure on the part of the soldier to obey such an order can be dealt with either under the UCMJ, or administratively.

c. Revoke privileges. Commanders may take away soldier's privileges such as, allowing them to live off-post, park their POV in the company area, or have weekends off. Those privileges are not constitutionally protected rights. Commanders may withhold such privileges to motivate soldier behavior to better follow motor vehicle safety standards. AR 190-5, Motor Vehicle Traffic Supervision, allows installation commanders to set rules for on-post driving and the suspension or revocation of that privilege. It applies to anyone who drives on-post, not just soldiers or DA civilians. The desired effect on the part of a commander that makes it inconvenient for a soldier or civilian employee to get to work, is for these individuals to reconsider speeding and engaging in other unsafe acts with their POV. These individuals should realize that driving truly is a privilege. Commanders below the installation level may not have the authority to suspend driving privileges post-wide; however, they can suspend them within their area of responsibility (i.e., company, battalion, brigade, etc). Commanders may restrict a soldier's driving no matter where they are located.

d. Corrective driver training. Commanders will, in accordance with AR 600-55, establish a remedial training program for drivers or operators who have had at-fault driver accidents or traffic violations, misused equipment, or otherwise demonstrated a need for additional training on military vehicles or equipment. Identified reckless operation of a POV is considered misuse of equipment. Thus, commanders should require extra training for reported unsafe drivers.

e. OER/NCOER. Raters may identify a soldier's lack of leader skills during evaluations when unsafe driving actions have been documented. Poor judgment, proficiency, and lack of decision making may be included.

f. Relief. For truly egregious disregard for motor vehicle traffic safety, commanders may consider Relief for Cause, under AR 623-205, Noncommissioned Officer Evaluation Reporting System or AR 623-105, Officer Evaluation Reporting System. AR 600-20, Army Command Policy, outlines the standard for relief. It should normally follow counseling and other lesser attempts to correct the inappropriate behavior.

g. Bar to reenlistment. Commanders may bar soldiers from reenlistment when they demonstrate a lack of concern for motor vehicle safety or refuse to respond to counseling or extra driver training. AR 601-280, Total Army Retention Program, outlines the

procedures and gives guidance. Soldiers may be barred from reenlistment for one or a combination of the following infractions or reasons. This list provides examples of rationale for imposing a bar and is not intended to be all-inclusive. Any of these can relate to a dangerous driver:

- (1) Frequent traffic violations.
- (2) Cannot follow orders; shirks; takes too much time; is recalcitrant.
- (3) Causes trouble in the civilian community.
- (4) Personal behavior brings discredit upon his unit or the Army.
- (5) No demonstrated potential for further service (repeated counseling statements and other indicators).

h. Other administrative actions may include reports of survey, adverse line of duty determinations, reprimands, or chapter discharge.

Chapter Actions, Article 15's, and Courts-Martial

ADAPCP referral. Alcohol and drug abuse is incompatible with military service. Alcohol and drug abuse impact unit readiness and mission accomplishment.

a. UCMJ provisions on drugs. Any person subject to this chapter who introduces into a vehicle, used by or under the control of the armed forces a [controlled substance] shall be punished as a court-martial may direct.” Article 112a, UCMJ.

b. Alcohol offenses. The following UCMJ articles may apply to soldiers who have operated a vehicle under the influence of alcohol:

(1) Art. 112. Drunk on duty - Any person subject to this chapter other than a sentinel or look-out, who is found drunk on duty, shall be punished as a court-martial may direct. The maximum punishment for violating Art. 112, UCMJ, is a bad-conduct discharge, forfeiture of all pay and allowances, and confinement for 9 months.

(2) Art. 111 – Drunken or reckless operation of vehicle, aircraft or vessel - The UCMJ defines “reckless” as: when the operation of the vehicle exhibits a culpable disregard of foreseeable consequences to others from the act or omission – the act is actually or imminently dangerous to the occupants or to the rights or safety of others. If the same operation were to end in someone’s death, the driver would have committed involuntary manslaughter.

(3) Art. 134 - Drunkenness—incapacitation for performance of duties - that the accused is incapacitated for the proper performance of his duties and “(3) [t]hat such

incapacitation was the result of pervious wrongful indulgence in intoxicating liquor..." and therefore prejudicial to good order and discipline and is of such a nature that it brings discredit to the armed forces. The maximum punishment for violating Art. 134, UCMJ, is confinement for 3 months and forfeiture of two-thirds pay per month for 3 months.

c. Army Substance Abuse Program, AR 600-85, Para. 1-34. Alcohol sanctions

(1) An administrative separation action will be initiated and processed to the separation authority for decision of soldiers involved in two serious incidents of alcohol related misconduct in a year, such as more than one instance of drunk on duty or operating a motor vehicle while intoxicated.

(2) Military personnel on duty will not have a blood alcohol level equal to or greater than .05 grams of alcohol per 100 milliliters of blood. Any violation of this provision provides a basis for disciplinary action under the UCMJ, and a basis for administrative action to include the characterization of service at separation. Only results from certified alcohol testing devices may be used in support of disciplinary or administrative actions. (Refer to AR 190-5 for guidance related to alcohol testing.) Actions must be consistent with the "Limited Use Policy" addressed in chapter 6 of this regulation. Nothing in this regulation will be interpreted to mean that impairment does not exist if the blood alcohol level is less than 0.05 percent. To be in violation of this provision, a soldier should reasonably have known prior to becoming impaired that he/she had official military duties to perform. Commanders, by order or regulation, may set local alcohol limits below 0.05 percent for soldiers on duty or prohibit the use of alcohol entirely during deployments as they deem necessary for mission accomplishment and to meet local conditions.

(3) Soldiers diagnosed as alcohol dependent will be detoxified and given appropriate medical treatment. Those soldiers who warrant retention based on their potential for continued military service will be offered treatment and retained. Soldiers who are to be separated will be referred to a Veterans Administration (VA) hospital or a civilian program by the ASAP clinician to continue (or to initiate) their treatment.

APPENDIX B

PRIVATELY OWNED VEHICLE SAFETY QUIZ

ANSWER KEY

1. A
2. A
3. F
4. A
5. E
6. B
7. A
8. E
9. B
10. A
11. B
12. F
13. B
14. B
15. E
16. A
17. E
18. A
19. D
20. C
21. D
22. B

APPENDIX C

MOTORCYCLE SAFETY QUIZ

ANSWER KEY

1. D
2. B
3. B
4. C
5. C
6. A
7. B
8. C
9. F
10. A

APPENDIX D

NEXT ACCIDENT ASSESSMENTS:

- **INDIVIDUALS**
- **&**
- **LEADERS**

NEXT ACCIDENT ASSESSMENT FOR INDIVIDUALS

Instructions

ACCIDENT RISK ASSESSMENT FOR INDIVIDUALS

The Individual Assessment is a self awareness tool designed for individuals at all levels within the Army. It should be completed by you for your awareness only. Do not give the results to anyone else. Complete the assessment form by doing the following:

- Answer questions on the Next Accident Assessment about yourself. Assign points as directed for each question.
- Add up your points for all questions and enter at the bottom of page 5.
- Determine your accident risk:

<u>Points</u>	<u>Risk</u>
0 - 20	LOW
21 - 30	MODERATE
31 - 40	HIGH
41+	EXTREMELY HIGH

RISK CONTROL ACTIONS

- Safety/force protection is a shared responsibility. Responsibility for initiation control actions should also be shared.....

-- By completing this assessment, you now know some factors responsible for your accident risk. You can control/fix some of these factors and for some you will need chain-of-command help.

-- On page 7, identify at least one action you will take to reduce your accident risk. Also, identify at least one action you need the chain-of-command to take to reduce your accident risk. This is the only information you need to share with your chain of command.

Will you cause the next accident?

Human error is responsible for 80 percent of all Army ground and aviation accidents. These mistakes that cause accidents happen for a number of reasons. Sometimes the individual who makes the mistake is at fault, and sometimes it is the individual's unit or higher command that is at fault.

The following assessment is based on the five reasons for human error accidents in ground and aviation operations over the last 10 years. Complete the assessment. See what your risk is of causing the next accident, what the reasons will be, and what you can do to reduce the risk. It might change your life; it might save your life.

1. Self-discipline. You know the standard for performing your job tasks. You have been trained to perform those tasks to standard, but you frequently choose not to because of your attitude. This is a lack of self-discipline. Following are eight indicators of an undisciplined individual. Give yourself points for indiscipline if you have:

a. **Been formally or informally counseled for poor performance or conduct on or off duty.**
Examples:

- o Electing not to follow instructions, procedures, or laws.
- o Unnecessary risk taking.
- o Inappropriate personal conduct or irresponsibility (e.g., bad checks)
- o Not finishing assigned work (dependability).
- o Lateness.
- o Not being a team player.
- o Making inappropriate decisions for age, grade or rank, or experience.

☐ points (Give yourself 8 points if you have been counseled 3 times for any combination of the above (or similar) reasons in the last 12 months, or more than 4 times in the last 24 months.)

b. **Had at-fault reportable accidents (vehicle or nonvehicle, on or off duty) or traffic citations on or off duty.**

NOTE: "At fault" is defined as knowingly and willfully doing something wrong that caused the accident. A "reportable" accident is one requiring a police report, accident report, or insurance claim.

☐ points (Give yourself 8 points if you have had 2-4 at-fault accidents or citations in the last 12 months, or 5 or more in the last 24 months.)

c. **Abused alcohol or drugs. Examples:**

- o Missed all or part of a workday because of alcohol or illegal drug use 2 times in any month over last 12 months.
- o Been on duty while under the influence of alcohol or illegal drugs any day during the past 12 months.
- o Referred to Community Mental Health or other agency for alcohol/drug abuse evaluation during past 24 months.

☐ points (Give yourself 8 points if any of the above examples apply to you.)

d. **Received judicial or nonjudicial punishment. Examples:**

- o Desertion
- o AWOL
- o Crimes against property
- o Crimes of violence

☐ points (Give yourself 8 points if you received punishment for any of the above in the last 24 months.)

- e. **GT Score of 90 or less (enlisted personnel only).**

☐ **points** (Give yourself 8 points if your score is 90 or less.)

- f. **Sex and age.**

☐ **points** (Give yourself 8 points if you are a male under age of 25.)

2. **Leadership.** Your immediate supervisor is not ready, willing, or able to supervise subordinates' work and enforce performance to standard. Examples:

- o **Supervisor does not have sufficient technical knowledge or experience or management ability to properly supervise.**

- o **Supervisor tolerates below-standard performance, rarely makes on-the-spot corrections, does not emphasize by-the-book operations, or is reluctant to take disciplinary action.**

☐ **points** (Give yourself 18 points if your supervisor fits either example.)

3. **Training.** You have not received the training needed to perform your current job tasks to standard . This means insufficient, incorrect, or no task training that should have been provided by schools, unit, or OJT experience. Examples:

- o **Not proficient in tasks within your job series or MOS.**

- o **Not proficient in tasks outside your job series or MOS (other duties assigned) but required in current job.**

☐ **points** (Give yourself 18 points if either example applies to you.)

4. **Standards.** In your current job, you frequently perform tasks for which task-conditions-standards or procedures: a) do not exist; b) are not clear; or c) are not practical. Examples:

- o **Tasks in your MOS (common and MOS tasks) or job series have no or unclear/impractical tasks-conditions-standards or procedures.**

- o **Tasks outside your MOS or job series (other duties) assigned to you have no or unclear/impractical tasks-conditions-standards or procedures.**

☐ **points** (Give yourself 8 points if either example applies to you.)

5. **Support.** You frequently do not receive the support needed to perform your job tasks to standard. Shortcomings include type, capability, and amount or condition of support needed. Examples:

- o **Personnel (not full crew, wrong MOS, not trained to standard, etc.)**

- o **Equipment (TA-50, weapons, transportation, safety, etc.)**

- o **Supplies (ammo, fuel, food, water, parts, clothing, publications, etc.)**

o Services/facilities (maintenance, medical, personal services, storage, etc.)

points (Give yourself 8 points if inadequate support was responsible for below-standard task performance, 2 times in any month during past 12 months.)

Total Points. Find where your score fits on the scale below to determine your risk of causing the next accident.

POINTS	0 - 20	21 - 30	31 - 40	41+
RISK	LOW	MODERATE	HIGH	EXTREMELY HIGH

You now know your risk of making a mistake that will cause the next accident and what the reasons will be. You can reduce your risk by taking action to correct or control those reasons/faults that apply to you.

● Action(s) I will take to reduce my accident risk:

● Chain-of-command action(s) needed to reduce my accident risk:

Name _____
Last First MI

Unit _____

Date _____
Year Month Day

NEXT ACCIDENT ASSESSMENT FOR LEADERS

Instructions

ACCIDENT RISK ASSESSMENT OF PERSONNEL RATED BY LEADERS

- o Example of completed assessment form is on page 2.
- o Complete the assessment form on page 10 by doing the following:
 - List name of each person you now rate. (You are their first-line supervisor. Do not include personnel for whom you are intermediate or senior rater). If more than 10 names, continue on additional form (pg 11).
 - Answer questions on Next Accident Assessment for each person you rate. Assign points to each person as indicated.
 - Add up each person's points and enter at bottom of page.
 - Determine accident risk of each person:

<u>Points</u>	<u>Risk</u>
0 - 20	LOW (L)
21 - 30	MODERATE (M)
31 - 40	HIGH (H)
41+	EXTREMELY HIGH (EH)

Enter each person's risk (L/M/H/EH) at bottom of page.

RISK CONTROL ACTIONS

- o Initiate actions to correct/control risk factors you identified. First priorities are:
 - Any person having high/extremely high accident risk.
 - Any risk factor identified for 1/3 or more of personnel you rate.
- o Composite Risk Management is a shared responsibility. Responsibility for initiating control/corrective actions should also be shared. Therefore, actions should be identified to be taken by the individual, you and the chain of command.
- o Keep the assessment form and actions initiated for your records (e.g., in Leader Book). Update at least quarterly. This information will also be useful for evaluation report requirements (OER and NCOER).

ACCIDENT RISK ASSESSMENT OF PERSONNEL RATED BY LEADERS

NAMES OF RATED PERSONNEL

- EXAMPLE -

RISK FACTORS (FROM NEXT ACCIDENT ASSESSMENT)		POINTS	ABOOT, PATRICK	BECKER, BRUCE	CAPP, JOHN	DURCE, ED	EVANS, TOM	FLOYD, ADAM	GREEN, STEVE	HATCHER, JOE	KIEY, BERT	WATSON, MIKE
Self discipline (dependability)												
a. Counseled for poor performance/conduct	8				8	8						
b. Had at fault accidents/citations	8					8						
c. Abused alcohol/drugs	8				8							
d. Had judicial/non-judicial punishment	8				8							
e. GT score of 90 or less	8					8						
f. Males under age 25	8		8	8	8	8			8		8	8
Leadership (enforcement of standards)												
a. Insufficient knowledge/experience	6		6									
b. Tolerates below-standard performance	12		12									
Training (job skills and knowledge)												
a. Not proficient in tasks within job series or MOS	9							9				
b. Not proficient in assigned tasks outside MOS	9			9								
Standards (task-cond-std/procedure) do not exist or are not clear/practical	8			8								
Support (insuff amount/type/condition)												
a. Personnel	2			2								
b. Equipment	2			2								
c. Supplies	2			2								
d. Services/facilities	2											
EACH PERSON'S		POINTS	0	26	31	32	32	9	8	0	8	8
		RISK	L	M	H	H	H	L	L	L	L	L

Leaders:
Will one of your personnel cause the next accident?

Human error is responsible for 80 percent of all Army ground and aviation accidents. These accident-causing mistakes happen for a number of reasons. Sometimes the individual who makes the mistake is at fault, and sometimes it is the individual's unit or higher command that is at fault.

The following assessment covers the five reasons for human error accidents in ground and aviation operations over the last 10 years. Answer the questions for each person you now rate. See what their risk is of causing the next accident, what the reasons will be, and what you can do to reduce the risk. It might save a life; it might make you a more effective Commander/Leader.

o If your unit/organization is combat, combat support, combat service support or any other unit that conducts cyclical training:

- When you answer questions 2 through 5, answer them with respect to the individual/collective tasks you anticipate your unit/organization will perform during the next training cycle.

o All other units/organizations:

- When you answer questions 2 through 5, answer them with respect to the individual/collective tasks routinely performed by your unit/organization.

o Military Commanders and Leaders

- Squad Leader/ Team Leader	Omit question #2. Answer all other questions for soldiers in your squad/team.
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- Platoon Leader/ Platoon Sergeant	Answer all questions for your leaders and other sergeants.
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- Company Commander	Answer all questions for your platoon leaders and platoon sergeants.
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- Battalion Commander	Answer all questions for your company commanders and battalion staff.
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o Civilian Supervisors

- First Level	Omit question #2. Answer all other questions for personnel under your direct supervision.
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- Second Level	Answer all questions for supervisors and staff personnel under your direct supervision.
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1. **Self-discipline.** Individual knows the standard for performing the job tasks, has been trained to perform those tasks to standard, but frequently chooses not to because of his/her attitude. This is a lack of self-discipline. The six indicators listed below are a profile of the undisciplined individual.

a. Been formally or informally counseled for poor performance or conduct on or off duty. (8 points)
Examples:

- o Electing not to follow instructions, procedures, or laws.
- o Unnecessary risk taking.
- o Inappropriate personal conduct or irresponsibility. (example - bad checks)
- o Not finishing assigned work (dependability).
- o Lateness.
- o Not being a team player.
- o Making inappropriate decisions for age, grade or rank, or experience.

On the answer sheet, enter 8 points for each person you now rate who has been counseled 3 times for any combination of the above reasons in the last 12 months, or more than 4 times in the last 24 months.

- b. Had at-fault reportable accidents (vehicle or no vehicle, on or off duty) or traffic citations (on or off duty).

NOTE: "At-fault" is defined as knowingly and willfully doing something wrong that caused the accident/citation (examples: speeding, DUI, inattention, not following procedures). A reportable accident/citation is one resulting in a police report, accident report, or insurance claim.

On the answer sheet, enter 8 points for each person you now rate who has had 2-4 at-fault accidents or citations in the last 12 months, or 5 or more in the last 24 months.

- c. Abused alcohol or drugs. Examples:

- o Missed all or part of a workday because of alcohol or illegal drug use 2 times in any month over last 12 months.
- o Been on duty while under the influence of alcohol or illegal drugs any day during the past 12 months.
- o Referred to Community Mental Health or other agency for alcohol/drug abuse evaluation during past 24 months.

On the answer sheet, enter 8 points for each person you now rate who fits any of the above examples.

- d. Received judicial or non-judicial punishment. Examples:

- o Desertion
- o AWOL
- o Crimes against property
- o Crimes of violence

On the answer sheet, enter 8 points for each person you now rate who received punishment for any of the above in the last 24 months.

- e. GT Score of 90 or less (for enlisted personnel only).

On the answer sheet, enter 8 points for each person you now rate who has a GT score that is 90 or less.

- f. Sex and age.

On the answer sheet, enter 8 points for each person you now rate who is a male under the age of 25.

2. **Leadership.** Leader/supervisor who is not ready, willing, or able to supervise subordinates' work and enforce performance to standard. Examples:

- o Leader/supervisor does not have sufficient technical knowledge or experience or leadership ability to properly supervise.

On the answer sheet, enter 6 points for each subordinate leader/supervisor you now rate who fits this example.

- o Leader/supervisor tolerates below-standard performance, rarely makes on-the-spot corrections, does not emphasize by-the-book operations, or is reluctant to take disciplinary action.

On the answer sheet, enter 12 points for each subordinate leader/supervisor you now rate who fits this example.

3. **Training.** Person who has not received the training needed to perform current job tasks to standard. This means insufficient, incorrect, or no task training that should have been provided by schools, unit, or OJT experience. Examples:

- o Not proficient in tasks within job series or MOS.

On the answer sheet, enter 9 points for each person you now rate who fits this example.

- o Not proficient in tasks outside job series or MOS (other duties assigned) but required in current job.

On the answer sheet, enter 9 points for each person you now rate who fits this example.

4. **Standards.** Person who frequently performs job tasks for which task-conditions-standards or procedures:
a) do not exist; b) are not clear; or c) are not practical. Examples:

- o While conducting vehicle performance tests, two M1 tank drivers, traveling in opposite directions on test track, collided head on. No procedures had been established to control movement on the test track.
- o Driver attempted to make U-turn in M817 Dump truck but turn radius of vehicle was too wide to complete the turn. Drivers' PAM did not contain clear and concise guidance on proper procedure for making U-turns in large vehicles.
- o Soldier, removing a 195-lb rear wheel assembly from an M35A2 2 1/2-ton cargo truck, injured his back. He did not seek assistance in performing this task because the procedure in TM 9-2320-209-10-4 is not practical, i.e., it indicates that one person can safely lift the wheel assembly unaided.

On the answer sheet, enter 8 points for each person you now rate who fits the above description.

5. **Support.** Person who, through no fault of his/her own, does not receive the support needed to perform job tasks to standard. Shortcomings include type, capability, and amount or condition of support needed. Examples:

- o Personnel (not full crew, wrong MOS, not trained to standard, etc.) (2 points)
- o Equipment (TA-50, weapons, transportation, safety, etc.) (2 points)
- o Supplies (ammo, fuel, food, water, parts, clothing, publications, etc.) (2 points)
- o Services/facilities (maintenance, medical, personal services, storage, etc.) (2 points)

On the answer sheet, enter 2 points for each of the above examples that fits any person you now rate.

ACCIDENT RISK ASSESSMENT OF PERSONNEL RATED BY LEADERS

NAMES OF RATED PERSONNEL

[illegible]

APPENDIX E

STOPPING DISTANCE

Stopping Distances

An article by Eddie Wren

http://www.driveandstayalive.com/info%20section/stopping-distances.htm#stop-dist_table-for-dry-road

(Amended, August 2004)

With the advent of better brakes, vehicle stopping distances have reduced somewhat over the years but it has to be remembered that, no matter how good the brakes and tires, the laws of physics don't change.

The most important point for any driver to remember is that if you double your speed -- say from 30mph to 60mph -- your braking distance does not become twice as long, it becomes *four times* as far.

Because there are differences between various vehicles, the following tables are for guidance only. The biggest factor in stopping distances is the speed at which a driver reacts to seeing the hazard in question. Under ordinary driving conditions, very few drivers indeed can get onto the brakes within half a second, and two-thirds of a second to a full second is more typical.²

Most frighteningly, Australian research has shown that the very people we expect to have the fastest reactions -- young drivers -- are particularly prone to effectively 'freeze up' with fear, at the sight of an unexpected hazard ahead, and their reaction time can therefore exceed two seconds.

Lastly, don't forget that when you read the 60-0mph figures in literature for new cars, the automaker is giving you only the braking distance, *not* the overall stopping distance.

Stopping Distances for Dry Pavement/Road¹

Speed	Thinking Distance²	Braking Distance	Overall Stopping Distance	Comparisons
20 mph	20 feet	20 feet	40 feet	
30 mph	30 feet	45 feet	75 feet	Full length of tractor/semi-trailer or articulated wagon
40 mph	40 feet	80 feet	120 feet	
50 mph	50 feet	125 feet	175 feet	
60 mph	60 feet	180 feet	240 feet	
70 mph	70 feet	245 feet	315 feet	(USA = "Touchdown !")
80 mph	80 feet	320 feet	400 feet	About six semi-trailer or articulated wagon lengths ³

(Copyright ©, Eddie Wren, and Drive and Stay Alive, Inc., 2003 onwards)

Stopping Distances for Wet Pavement/Road ¹

Speed	Thinking Distance ²	Possible Braking Distance	Overall Stopping Distance Can Be:	Comparisons
20 mph	20 feet	40 feet	60 feet	
30 mph	30 feet	90 feet	120 feet	
40 mph	40 feet	160 feet	200 feet	
50 mph	50 feet	250 feet	300 feet	(USA = Touchdown !)
60 mph	60 feet	360 feet	420 feet	
70 mph	70 feet	490 feet	560 feet	
80 mph	80 feet	640 feet	720 feet	Almost two and a half American Football fields ³

(Copyright ©, Eddie Wren, and Drive and Stay Alive, Inc., 2003 onwards)

Remember - 1: When the road is icy or covered with compacted snow, or diesel fuel has been spilled (which is a particular risk near certain gas stations) *the 'braking distance' for your vehicle can be as much as ten times further* than for dry roads/pavement.

Remember - 2:*Any fool can drive fast enough to be dangerous!*

Notes

1 For non-US readers, 'pavement' is the American word for the road surface. We are not referring to the British meaning of the word, which is the same as the American 'sidewalk'.

2 The 'thinking distances' shown allow for two-thirds of a second reaction time. This varies from one driver to another and for individuals who are ill, tired or simply not concentrating, it can be much longer.

3 The 80mph examples are not here to condone breaking any speed limits, rather to illustrate the extra dangers faced by, and caused by, those people who exceed the usual highway limits.

For information on safe **Following Distances** visit: <http://www.driveandstayalive.com/info%20section/following-distances.htm>

APPENDIX F

MOTORCYCLE MENTORSHIP PROGRAM

You can find more information about this program on the CRC's website at <https://crc.army.mil/mmp/index.asp>, or send and email to cycle@crc.army.mil.



UNITED STATES ARMY
THE CHIEF OF STAFF

DEC 28 2005

MEMORANDUM FOR SEE DISTRIBUTION

SUBJECT: Motorcycle Mentorship - Ride Smart, Ride Safe, Team Up!

1. Motorcycles can be a great form of transportation and entertainment, but they must be respected. We lost 45 of our fellow Soldiers in fiscal year 2005 and 6 Soldiers so far this fiscal year operating motorcycles. Most accidents involved unsafe vehicle operation, poor risk management, or those who operated beyond their abilities.
2. Every Soldier is critical to our mission success. We train Soldiers to operate safely by mitigating risk, passing on the benefits of our experience, and correcting mistakes. Leadership and risk management do not end with the duty day.
3. Just as we mentor and develop new Soldiers, I am asking experienced motorcyclists to mentor new riders and help them develop their riding skills and knowledge. I recommend commanders test a motorcycle mentoring concept described in the enclosed US Army Motorcycle Mentorship Program. Potentially, this Army-wide network of motorcycle clubs could foster relationships between riders and create a supportive environment of responsible motorcycle riding, while serving as a force multiplier.
4. I also envision the development of a mentoring program that will provide motorcycle operators the opportunity to work together to maximize their skills, reduce accidents, and have fun. Commanders need to look out for their motorcycle riders. Make sure your Soldiers are trained to ride smart. Actively seek out those who have or are considering purchasing bikes to make sure they take the safety courses and encourage them to join these clubs.
5. Those who ride motorcycles must operate them safely and within their abilities, practice good risk management, and always wear the proper personal protective equipment. Team up and ride together; look out for those riders who aren't ready for more advanced challenges, and mentor them as they develop their skills.

A handwritten signature in black ink, reading "Peter J. Schoomaker", is positioned above the printed name.

PETER J. SCHOOMAKER
General, US Army

